The Sea People

SAILORMAN

No 21 AUGUST 1993

25 YEARS OF THE PCA

PAHI 42 BUILD ARTICLE

CRUISING REPORT – UK TO S. AFRICA

AGM NOTICE

Jim's Column

Now that Jim is at sea with Hanneke and Ruth, communication is a little disjointed. However, in the late spring, Ruth came back to the UK and passed through to me the following.

ARGUINEGUIN, GRAN CANARIA, 17.4.93.

One great decision I have made, in future to write a newsletter and add a personal note for everyone, because for the last 5 weeks, since Ruth came back from England, I have been trying to answer Christmas mail, write a book and failed because of the amount to write and, yes, sail and swim with dolphins and surviving a storm where we nearly lost GAIA or, as we now increasingly call her "MAKUA HINE HONUA".

The other great decision I made, as the storm receded, which was nearly the end of MAKUA HINE HONUA, and we knew that the boat was safe, was to sail to Hawaii as soon as possible. This will mean leaving from the Canaries next November.

This storm!! The Canaries lie on the edge of the N.E. Trade winds. As volcanic islands, there are very few sheltered bays and no river estuaries. So, apart from two or three ports, heavily commercialised, filthy with oil, the yachts stay on the south side of the islands in the lee.
The rich go into the few crowded marinas, the poor, like MAKUA HINE HONUA, anchor in the open roadsteads, using the facilities of the small crowded fishing harbours. Occasionally a dreaded south wind comes. Two years ago marina walls collapsed, but have since been built more strongly. We had southerly winds this year four weeks ago, when we were off the island of Tenerife; by chance got a weather warning and went to shelter in a new part-built marina where there were no other yachts. It was great for the first 24 hours - then the wind went more south, and as the waves rolled in from the open sea, the walls began to collapse.

The last of the night, amidst rain, lightning, gale force wind gusts, we held on to two anchors by using "Dane's" engines to take the strain off them as the waves rolled over the broken-down wall. At least they acted like the reef that Dane launched his boat behind. I thought a lot of Dane that night.

Sergio and I, still on watch, were talking, and he told me how much he loved Hawaii, and how some wise woman on Maui once said to him: "You will make a bridge between Hawaii and the Canaries." Hanneke was saying to herself the launching chant as a protection when the waves rolled across the broken walls.

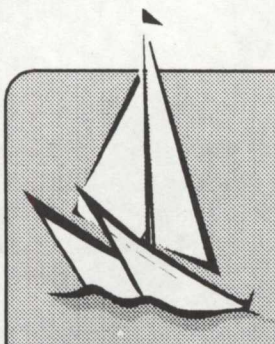
It was then that I made the decision: Hawaii as soon as possible. The MAKU HINE HONUA is a marvellous ship. Her top speed so far has been 15.7 knots. People are able to live on her without feeling on top of each other. We encountered very bad seas in the Bay of Biscay. From her behaviour I am able to see into the mind of the ancient Polynesian designers. Make no mistake, those ancient Polynesians knew what they were doing.

Next week we shall sail 300 miles north against the trades to the Madeiras, then from there slightly north of east back to Portugal. In June we will go into the Mediterranean. In autumn we hope to come back here, the Sea Gods willing, head for the Caribbean, Panama Canal and, when you wish to, or if you wish, say the Gulf of California, Mexico, or San Francisco and sail with you to Hawaii.

12.5.93

2 days ago I received a phone call from Hanneke. They had a very good trip, first from the Canaries to Madeira, the boat mostly self-steering though always against the wind - and they have now reached Portugal with an unexpected favourable SW wind, covering the 600 miles in four and a half days.

ORO CHARTER



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The Sea People

The Magazine of the Polynesian Catamaran Association

SAILORMAN

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EDITORIAL

As usual, I have to leave my bit till last, squeezed into the space left. This edition is a mad rush to complete, so that you have sufficient notice of the AGM/Southampton Boatshow. This is written 24 hours before attending the first UK PCA summer meet at Exeter and various committee members are already there. This summer celebrates 25 years of sailing, and for some, long term friendship. Like many of you, I am looking forward to renewing cruising contacts, drinking good Cornish cider and yet again burning a sausage or two! For UK members, times are still constrained by recession, with other countries just starting. Keep sailing, it will help you maintain your sanity and sense of balanced life.

As you see from "Jim's Column", the JWD band are still out on the high seas, making more plans for travel and recording thoughts. I look forward to the results.

Finally, please take your video cameras with you when you sail. The video article helps set the scene. We do have more info if required and the Boatshow will be a good place to meet and view the results of your labour. If you can't come, call me or send a fax to 081 784 5990. The potential of a video "magazine" is enourmous.

The Sea People has been edited by Adrian Honeybill with assistance from Jenny Wynn and John Zalucki.

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COVER PHOTOGRAPH – 1990 Summer Meet. "All in a row." Photograph by Mike Smith

Ocean Cruising

The following article was received at the end of last year at JWD from Hans Klaar.

SOUTH of HIERO Is. 9.04.92

Most probably you will be all tied up with the Election – blah blah! Anyhow, whatever – I've just been leafing through a stash of SAILORMAN/SEAPEOPLE magazines which were kindly left me by the builder R.Marsh, and have found many a useful titbit here and there – some were quite amusing. The dolphins bit makes more sense now than before, especially after the 73% bit and Planet Earth should be called Planet Sea. Well, as I thought of giving you a voyage run down... stayed in Brest about two weeks too long although the river where we were moored was friendly enough people–wise. Waiting for the damn North East to push through, crew were beginning to get frayed round the edges, so on the 4th March a small easterly came and it took us most of the day to put Ushant north of us. The easterly by night swung to S.E. 15 knots so we were moving nicely W.S.W. to give Cape Finistere a wide berth. We were getting Radio 4 weather reports loud and clear (that Tim Fosters was a bit of a let down; I thought I had made myself quite clear on what was needed – never mind). By morning the wind swung S. then S.W. and then the whole rhumba samba started moving. A low over Ireland, excellent, 24 hrs. S.W. 40 knots plus, so hove to under Yankee pointing 270/300, and by 11 GMT on 6/3 had changed into the predicted N.Westerly. Spent the rest of the day under little sail pounding into the left–overs from the night before, but by evening had a full set of rags and off we were creaming like little angels. The night of the 9th saw us 130 miles west of Vigo and 4 days later Funchal, Madeira, 10 days from Brest. It must have been the easiest Bay of Biscay crossing in March.

Leaving Brest had a lone dolphin T.Aduncus (if I'm not mistaken,the Latin name) plus a whole school of spinner dolphins seeing us off into the Atlantic 20 miles south of Ushant Island. Also a large school of nearly 40 animals racing us into Funchal between Desertas Is. and Madeira Is., also spinners. Stayed a week in Funchal and did a lot of vegetable shopping in the market, most excellent produce and not at all too pricey. Left for Tenerife. By now it had become apparent that the crew would leave us in Tenerife. I was a bit disappointed especially with Mathias for it would have done him a world of good. The other fool wanted only to get to the Canary Islands beaches anyhow, sol didn't mind. The reasons given were even more obscure – "can't stand the night watches, and the prospect of sailing to Brazil 15 to 20 days at sea – Oh no, much too much like hard work." Typical pleasure babies.

Had a fast wet run to Tenerife via the Is. of Selvagem, very nice. Had a friendly reception from the two watchmen. Went ashore with a bag of fruit; that settled it, we were straight away invited for a drink and given a tour of the Islands. Sailed through the night, morning Tenerife. Bloody expensive, I nearly freaked, most horribly. So loaded the , by now, ex–crew off (within one week they had regressed to such a stage that their float had become an absolute pigsty. Every two or three days I had to make them clean up, and half the day later bingo the same in blue.) South of Tenerife there seem to be a lot of charter boats, old de–commissioned fishing boats made up to look like the remnants of the Armada, and they plied tourists with pop music to "see the whales and dolphins just one hour with our St. this or the other". Apparently there are plenty of mammals swimming about just for your info. Found two new crew a mousey English couple who wanted to see the world, so they were going to come to Brazil with us. Left at night to sail to La Gomera Is. the 3/4. Arrived with our two adventurers making a beeline for the shore. I was glad to see them having made up their minds so quickly, so on 8/4 Cathryn and I sailed for Brazil – just the two of us.

No discussion from now on I'll only sail according to the moon. Had a fast trip 260 n.miles in 19 days. Jib steering to 1 degree N. of Equator. Missed the bottom end of Ila do Maio Cape
Verde Is. as with this peasoup sky, no stars, sun looking like a sponge, missed by 15 miles. The only one who knew how very close was the dog sniffing like someone gone mad.

Slipped across the equator doldrums in half a day. I had calculated one week minimum. Then came the testing moment all the way down to 1 N. we were jib steering but what would the battleship do then? Well S.E. set in no problem, she did it like a dream. Wind from the beam play with the mizzenm Yankee not all too tight and bingo any thing from 50 to 60 degrees right up to 90. I would say even a bit more due to the apparent wind (wind direction from both sides). Set her well spot on course, no weaving. 180 miles 150m. 160m. 180 I couldn't believe it. I was raving about my self sailing boat. Fishing wasn't all too hot maybe too fast. One dorado , one bonito all south of 0 degrees. Dolphins, one bunch of 30 animals not spinners and not common dolphins, something in between with lots of skin sores. Like the same found at Fernande do Nahrona. I say they're not common dolphins for there were some common ones swimming apart from them, so one could spot the difference. Position: 3 degrees 30' S. – 31 degrees 40' W. afternoon.

6/5/92

On our way to South Africa 100 m. S.E. of Recife.

Time spent in Brazil Recife was nearly negligible from 28/4 to 5/5 but what a time! A large negative sign must be posted. The stay in Recife turned out to be a rather tragic one, even for us onlookers for it very nearly was us.

To put it short, the first night on arriving thank God we were alert and not all too tired – plus a dog; we had visitors of a dubious nature to put it mildly, with very long gleaming what any fool not too drunk could discern as knives. The chaps obviously wanted a chat at two o clock in the morning, so as they were kind enough to wait too long on the decks I put out my pistol and fired a kind shot. So after 10 seconds of a small shouting match between me and the braver of the two bandits they turned and made off into the water. It became clear to me that he wasn't brave only scared – I put a bullet into his retreating ass – the bastards.

Naturally no more sleeping that night, and so started the very unrestful 5 days that we were still to be in Recife. We were lucky and made rapid run down of events – what we did wrong and how we could be better prepared next time.

1) I jumped up and out of my hatch with my pistol and exposed myself to a high knifing risk, so in future, before you go to sleep pull the hatch shut and put, if necessary, the first leeboard in place. Make it hard for the attackers to come at you and stay below no matter what – out of sight.

2) With the sun awning up, there was a lot of cover for the thieves, so fold up the awning, clear decks of large shadows, put up a small light of 0.8 amps just bright enough to blind people on deck and make the interiors of the boat look dark.

3) We wanted to sleep on deck. No problem if one is sleeping in an iron mesh cage, so no sleeping on deck. Plus point for catamarans once again and not of a sailing aspect: we gained valuable seconds by having these persons stumbling on deck trying to make up their minds in which float we were sleeping. Make both floats look the same from outside.

4) Question of guns... placing the gun. Most people have their firearms hidden for fear of Customs, not unfounded, but hide them so that one can get at them like quickly, for instance under the kitchen table; screw the holster into the table, or under your pillow when you go to sleep.

5) A good dog.

6) Be prepared to shoot, don't argue. If you get space a warning shot

is O.K., but remember it will give your position away, plus one can't know how the other side is armed. Get used to the bang it makes. It's no use if you do fire it and end up more surprised. Let your woman and older kids exercise with them. Stand on deck of your boat, make a battle plan what to do if....

7) At sea most people, at least I do, oil and grease their guns or leave them submerged in a tin of oil till kingdom come. Excellent idea if you want to start a museum for your great grandchildren. If one is in a risky area then degrease, de-oil them. They (guns) must be dry of fats and grease all round the breech and magazine inlet, more so with the automatic stuff.

8) If you do get jumped and there is no chance of defending then relax. In Brazil the common solution is the chloroform treatment: puts you to sleep while they clean out the boat at leisure. In most cases they will take the immediate valuables, money, clothes, simple electronics and don't kill you. So split your money even in your own home. If however they want your boat, woman, life then they will come better armed or more hungry than we well fed Europeans can ever imagine. I know of 5 yachts sitting in Tenerife, Los Christianos who are so green, and all are pumping up enough courage to sail to Recife, then go down the coast in convoy, preferably within VHF distance so they can compare their Satnav print outs. Sheep for the wolves, no chance.

9) Last point. I have a lovely 12 ft. aluminium dinghy which I always lock up at night, but the slapping of the waves on it is something else. Well from now on it comes up and out of the water. The dog had only half his chance as he couldn't use his ears due to the racket of the alutin. So keep your boat as noiseless as possible. No banging of rudders, twanging of ropes etc., and no heroics. The Polish chap was killed due to heroics and the skipper was shot due to the thief panicking.

We were, needless to say, shaken. Also we had been playing with the idea of staying in Brazil up some nice river and doing a spot of building. Well, let me tell you, impossible. Not with two people, plus seeming (?) impoverished millions looking on. I have no desire to kill someone to protect my clothes and tape deck, for this is all I have. It's plain ridiculous as you will see.

Anyhow, five days on, a Polish steel 51 footer arrived with six people aboard. I duly warned them. We had a roaring party on our decks as they had just come from South Africa and knew people I know. Next morning, hangover naturally, as the rum is of major quality plus very birdlike – cheep cheep! The day after, early morning 4.30 I woke up with screams and shouts of "police" plus shots. I slowly put my head up, pistol in hand, and saw a large commotion on the Polish boat. Of course the bandits had paid a visit, the idiots; Three chaps armed with oneknife, one pistol. Two were on the boat, one waiting in a local paddlecraft. In other words, two effective or rather ineffective bandits trying to hold up 5 sleeping spread-over-the-decks large men. End of story. They got off with a bag of clothes, no money, nothing else. End of the real story is one dead Polish Yachtee plus the skipper shot through the belly. I bundled him into a taxi for the nearest hospital. Cathryn and I were in shock for the next two days. No discussion we were leaving for South

Africa come rain or shine.

5/6/92

35 S. W. of Cape Town 500 miles. Waiting for some wind as there is only a sloppy S.E. breeze. There should be a low coming soon in one or so days. Yes the moon has paid off again. Keep the light wind areas for the one week before and the one week after full moon and the heavy bits for no moon phases. We have been at sea now 30 plus days and have been pushing an average of 110, 120 miles every 24 hours. Had a nice stretch of four days at 180 miles, looked real good on the routing chart, giant gaps from star to star. S. of 27 S. we were starting to see plenty of bird life; since Brazil perhaps 20 plus species. Stopped at Ila Trinidade and Martin Vaz, very attractive for my tastes anyhow, just opposite a nice waterfall, but due to the time of the month for the monohulls a rocking affair. For us only a hazaardous landing. Stayed two days and filled the tanks with excellent tea water. After 30 days life is becoming a bit boring though the food side of this is excellent.

Cathryn has taken this all most admirably. I have to admit the first two days we both had a bit of "starting sailing,leaving land" blues. Also we are tired and our plan, weather permitting, is to sail right past Cape Town and go for this river estuary I know of, to paint the boat and not have to think about weather , navigation or shopping for a month or so.

So far in the South Atlantic 35/36 we've had two Lows of any consideration. One was a bit blowy, made good time. Self steering on the jib proved not good enough, so had to put on a very thick piece of car tyre inner tubing which did the trick. She surfs amazingly well. In Durban I will build a centre cabin, plus close the gaps of all the bridge deck planking – slats – it's quite maddening to have a nice sunny day and suddenly get a wet bum. I firmly believe this is one of the points where the romantic notions have carried you away James. All in all I'm happy as I knew at the beginning I would be. The builder was a bit of an idiot especially in using monster brass screws in the cabin and badly cold-dipped galvanised steel screws on the outside. Rusty points almost everywhere.

We are both straining away at my sun and star shots to see how far to go. Have made distance rings around, 900 600 300 miles from this place Knysna seeing few ships all far enough away, but it should change once we reach Cape Town.

The whale and dolphin side of things – saw one Minky whale – came past early morning, wonder who was more glad to see who? Played around the boat a bit. The dog went real wild, especially after she smelled his breath.

30 S. 12 W. Saw also a large school of dolphins, spinners, 100 to 200 animals doing cavalry-like charges on a large front maybe 200 metres wide, zigzagging first full speed in one direction then about in the other, jumping totally out of the wter all at once it seemed – quite a scene. Wasn't sure whether they were hynting or being hunted. Watched them as we slowly sailed past, midday, same area as the Minky whale, for about half an hour or longer in the middle of nowhere.

Had caught a large bluefin tuna 15kg. tasted real good. Too good it seems as Cathryn had , we presume, a protein shock, as she came out in a red rash all over her body. Even the whites of her eyes were red. I have seen something like this before in one of my other crew, only he came out in welts that stayed with him one week. In Cathryn's case it was over the next morning, frightening nevertheless, as we are very much alone out here. The S.Atlantic and the S. Indian ocean are helluva lonely places and one can't but help think of the Flying Dutchman. All we need now are icebergs, just miles and miles of water and bloody cold.

Durban 15/8/92

I arrived in Port Elizabeth out of Brazil. It took us more or less 40 days. Stayed two to three weeks in P.E. painting and fiddling; had a Mr. Lucas (?), the Wharram agent of S. Africa on board. Also met a Bristolian who was just about to launch a Pahi 42 after 12 years of building. Boat's name "Dolly's Pride", owner Tony Ovens. Then we sailed up to Port Alfred with 8 tourists on board. It was fun, a real family cruise. Port Alfred is a bit of a misnomer because it is more or less a surfy river entrance with two breakwaters left and right. A very nice place, tricky to get into but once in was well worth it. There is also an 18 ft. by 30 ft. dolly, excellent for hauling out a light weight catamaran, free of charge, and all one has to do is stock the boat up with repairing equipment as there is only rudimentary hardware to buy in Port Alfred. Stayed three weeks, most pleasant, then sailed up to Durban with a tourist force of 7. Took a young boy of thirteen with us at the last minute, total land rat, but let me tell you the best green crew I've ever had. For the 320 miles we took the best part of 5 days during which this boy excelled at almost everything asked of him. He obviously didn't know the phrase "I can't do it" yet .

So now we have been in Durban S.A. almost two months and are ready to sail up to Madagascar as planned when I came to Devoran first time in June '91. Have organised crew, will leave with another couple my second and his girlfriend plus two passengers who will leave us in the Comores. Should be leaving end of the week I hope. We have received Yoka's letter plus thank you for the freezer boxes do-it-youself plans. I hope that the GAIA was launched without too much mishap and that the bows were watered most plentifully with lots of singing and chanting. HANS, Cathryn and Wendy

Building

Mike Crofts made his presence felt at last year's EGM meeting, held after the Southampton Boat Show. In the spring, Mike contacted me and after a interesting visit, Mike kindly produced the following. For those of you considering a build project, a little thought can make building so much easier. Hope the following helps to stimulate the grey cells...

In 1987 the Inland Revenue and I finished a long running battle which they won on points. That is how I came to sell the Prout Snowgoose that I was fitting out and had three quarters finished.With hindsight I now believe that they did me a favour in forcingme to sell the Snowgoose. By the time all the bills were paid I had enough money left to buy the plans for a Pahi 42, 30 sheets of ply and enough douglas fir for the first hull.

This article is not about how to build a Pahi 42, the plans do that much better than I possibly can. This is about my particular boat and some of the things I discovered as I progressed through the project.

Why a Pahi 42?. My son and I had already enjoyed a weeks holiday on Steve Turners Oro, which started my conversion to Polycats. The conversion was not just to the style of boat but the thinking behind it as well. It seems to me that Polycats have their priorities right in that sailing comes before accommodation. I am a great believer in KISS (keep it simple stupid) and for me the Pahi 42 epitomises the safe no-nonsense long distance cruiser. In my limited experience of sailing the more sophisticated the boat and gear the more problems seem to occur. The boat had to be self-built due to lack of cash and had to be a cat because, contrary to popular opinion, I consider them intrinsically safer than monohulls. In extremes I prefer to float rather than to sink even though it may be upside down! Whilst sailing with Steve Turner he had suggested that the Pahi designs had more room and a better layout for the sailing I had in mind than the traditional designs, and who argues with the oracle? Finally I like the unique thinking of the design and the independent people who build them. It's like being a member of a very exclusive world wide club.

The next question was where to build the boat, at the time I lived in a house with a garden that was too small. There were no local friendly farmers with spare land so I had to use a near-by boat-yard at Twickenham. I struck very lucky with the yard. The owner "Henry" understands self builders, maybe because he lives on a 72' steel boat he built himself. He lends tools, and borrows them, tells you where you can buy second hand timber and when you are brassed off with boat-building will commiserate. There is access to woodworking machinery and a kitchen. The yard is home not only to boatbuilders but also to, musical instrument makers, potters, a couple of sculptors, a small engineering shop even a dental technician, what more could one want. The ambience of the yard is just right for the home builder.

I had already cut all the bulkheads and the backbone sections for both hulls and stacked them up in the garage ready to assemble on the building site. Each hull has 11 bulkheads with number 6 being at the centre of the hull. As each bulkhead is in the same position in each hull, once you have cut out one it will serve as a pattern for three more. I used a router with a follower to get 3 exact duplicates. The router proved to be an invaluable tool. The jigsaw was the most important and although I had access to a good benchsaw I hardly ever used it for anything other than ripping large baulks into smaller sections.

Good tools are cheaper in the long run and bearing in mind that the project was going to take me several years I bought the best I could afford. I already had a pretty good collection of hand and power tools and as the building progressed I added a palm sander, a power screwdriver, power planer and a cordless drill.

Henry cleared some waste ground for me to build a shed on as it was cheaper than renting covered space. I built a timber framed plastic covered shed with a levelled floor. The shed measured 42'6"x 10'6" which turned out to be too small but I was renting ground by the square foot so it sort of paid to be too small. I found that the only plastic sheeting that will stand up to long exposure and wear is monofilament. All the rest beat themselves to death in the wind or leaked. The timber was second hand and the floor secondhand 18mm shuttering ply from a building site.

At this point in the project "Frank" arrived out of the blue and asked if he could help me build the boat. Frank was a gardener who wanted to be become a boat builder and offered his services free of charge, to see if he would really like it before packing in his job and re-training. His offer had been turned down by two other home-builders before he wandered into our boatyard. His offer was accepted immediately before anyone else in the yard got wind that he was available. Frank helped me until he finally applied for a boatbuilders course in Falmouth.

So now we had a building shed a lot of plywood and several pieces of an oversize jigsaw puzzle. From this point on I never thought of the finished boat, only of what had to be done in the next 2 to 3 weeks. This attitude of short term targets paid off in the long run. The targets I set were practical and I always sheered away from setting a launching date. I did not want to be forced into a timetable and making mistakes by rushing to meet it. I kept making lists so that when I arrived at the site I knew exactly what had to be done next. The first few lists had "hours to complete" against each task, this proved impractical due to lack of experience in gauging the time needed. Keeping the boat and shed swept clean and racking up the tools at the end of each day saved a lot of time, temper and energy. Before I got into this habit I wasted hours looking for things that were buried in piles of sawdust, especially pencils.

Most suppliers would gave me trade terms once I explained the size of the project. My local timber yard let me inspect the timber prior to delivery and would replace any that I rejected. Henry steered me in the direction of best local supplier of marine ply whose prices were better than anyone else. Even the local hardware shop gave me trade status.

I found out that it paid to think several stages ahead to avoid duplicating work and to handle long lengths of timber as little as possible, particularly when working solo. For example I assembled the backbone in my long narrow shed and then made all the stringers on one side of the boat; completely forgetting that half of them had to be lifted over the backbone to fit on the other side.
It also pays to read the plans very carefully, I bet I have the only Pahi 42 with 8 windows in the port hull instead of 4! I cut windows on both sides of the hull instead of just the outboard side. I discovered my mistake when I marked out where the lower shroud plates are fitted, just where my unintentional extra windows were. A lot of the work is repetitive and time was saved by sitting down regularly and working out how to batch work together for efficiency. I built 2 router jigs one for scarfs up to 3" wide and one for large scarfs up to 8" wide.

A word about routers. A router allows you to do things with wood that you did not believe possible and it allows you to do simple tasks quicker and better. Take for example cutting a nice straight edge with good right angle on a long piece of ply or timber. All my bulkhead cut-outs have a 3" radius and are capped with mahogany mouldings. These were all home made and I could knock up a dozen in a couple of hours with the jig I made. By mounting the machine upside down in a home made bench you have created a small spindle moulder which can also be used as an edge planner for boards up to 1" thick.

Having spent some time in the Middle East I appreciate the need for good insulation. My coachroof and cabin sides are insulated with 25mm of foam. I used styrofoam which is a closed cell foam that can be bought in 2'x 8' sheets. The foam is glued to the 9mm ply skin and 4mm

ply glued on the inside face to form a sandwich. Styrofoam has greater insulating properties than polystyrene and can be glued with epoxy. Dunlop also sell a suitable contact adhesive but I found it difficult to use, the relative humidity seems to be critical. The advantages are that the inside of the cabin has a smooth finish with no stringers showing making it easier to paint, a considerable amount of built in buoyancy and a stronger construction.

Where the foam butted up to a bulkhead I radiused it to the shape of the fillet needed, then ran a filleting blend down the corner and pushed the foam in until the blend squeezed out. The surplus was then used to spread over the face of the foam to which the 4mm ply was to be stuck. Instant filleting! Using brass pins I nailed the 4mm ply to the stringers to cover the foam. Where necessary I used little timber pads to hold the 4mm ply in place until the epoxy set. The stringers and deck beams had been planed to fraction under 25mm so that I would get good contact on the various surfaces.

Working solo most of the time it was not practical to use gripfast nails when fitting the ply planking. I used steel nails with washers when the glue set I took them out and used a syringe to plug the holes with epoxy.

I have enclosed a sketch of how two of us turned the hull over, the method used was worked out by Aiden, one of the other home builders in the yard. The system worked very well, there was just enough friction to stop the weight of the hull taking control. The one thing to remember is that the hull must be lifted high enough so that when rolled the bulkhead corners do not touch the floor. It took us about a morning to set the rig up and less than 30 minutes to turn it over.

I made a few minor changes to the interior layout, the aft cabin in the port hull was converted into a store and a watertight bulkhead fitted between it and the galley. This gave me room to fit a frig and better cooking facilities than the original design. I also put an escape hatch in the starboard after cabin which gave more light and ventilation. I put small aluminium hatches in the galley and toilet for light and ventilation. I did contemplate making changes in the overall dimensions before I started building but soon realised that I am no boat designer and was concerned about the strength of the proposed design changes.

Where I have cut holes for hatches not shown in the original design I have replaced the lost strength with strong coamings. For the 50mm escape hatch I used the router to get the exact shape for laminating a 38mm deep coaming, my foam sandwich decks are 38mm thick. The laminates were 3 layers of 4mm ply which was screwed to a 18mm collar which fitted on top of the deck. The collar was filleted with epoxy and then covered with 3 layers of glass. Cleaning tools was a chore until I discovered that a heat gun will remove epoxy from metal tools, just point the gun at the offending tool for about 30 seconds and the epoxy can be scraped off easily with a chisel or blade. Methylated spirits cleans off wet epoxy and a palm sander with 40 grit paper soon shifts dry lumps. Plastic handled chisels can be hit with a hammer instead of a mallet and they are easier to clean. The plastic 25 kilo drums supplied by WEST can be cut up to make good cheap spreaders. I decant resin into the 5 kilo containers, they are more portable and convenient to handle.

I tried several methods to get a nice smooth finish on the glass cloth sheathing. It's important to lay the cloth without overlaps to save sanding time. The best finish was with awlgrip but he cost of it is frightening so in the end I settled for WEST 410 fairing filler which works almost as well but needs more care. The outside of the boat will be painted with Blakes 2 pot which I have already tried on the beams. Two layers of undercoat over the 410 plus one one topcoat has produced a nice smooth finish that I am pleased with. The inside of the boat is painted with no bare plywood showing. All that bare wood looked too much like the inside of a timber submarine to me. However all the hatch coamings and bulkheads are trimmed with varnished teak or mahogany. All the cupboard doors are similarly trimmed so there is still plenty of real wood evident. The other reason for painting the inside was that if I become bored with the colour scheme I can always change it. Each section of the interior will have a different pattern of upholstery, not for any aesthetic reason, but because I bought a job lot of quality cloth for 30 at a local auction. My interior will end up looking quite unique!
I spent hours agonising over the choice of engines. I don't like outboards even 9.9 hp 4 strokes. I listen to everything that I am told, I appreciate that 2 give wonderful manoeuvrering power that they are light and that they have more thrust than any other comparable outboard.... but "they use petrol". After 10 years at sea, mainly on oil tankers, I have learnt to distrust petrol. Therefore I decided to have a diesel and preferably air cooled. The reason is that they are lighter and don't have water intakes to block up, they are noisier and providing sufficient air for cooling is more difficult than water (in a monohull). My answer is that a Pahi 42 is a sailing boat so should not need to motor for most of the time. The engine will be mounted in the cockpit and providing cooling air is not a real problem. The noise I will live with, it might encourage me to sail more!. Another little appreciated advantage of air cooled diesels is that they are usually general purpose power units. They are built to drive pumps, generators, compressors etc... i.e. they are not marine. Spares are a lot cheaper, maintenance is easier and they seem to be in production for a lot longer than marine diesels. I bought a second hand Ducati single cylinder 20hp air cooled diesel for 400. It had been underwater for 3 months but it still worked! (another diesel advantage no electrics) I had it checked out by our local diesel genius who fitted a recon pump and injector, new oil seals and had the dynostart overhauled. Total bill for all labour, oils, parts a silencer and a couple of cables came to 398. The 4 seals (2 fitted 2 spare) a complete overhaul gasket set and a workshop manual came to 47 including VAT, beat that Volvo! Finally the engine must be around 15 years old but all the spares were on the shelf. The engine is fitted to a Sillette drive leg which I bought new at the 93 London boat show. I must compliment Sillette for the help and assistance they gave me they even stored the leg for 4 months as I had nowhere to put it.

Steve Turners' Oro had a 7 hp Lister air cooled diesel which seemed to work OK when I sailed on his boat. The only disadvantage I remember was waking everyone up at 1 am when we anchored one windless night, the anchorage was surrounded by hills and the noise was amplified, the echo did not help much either.
With apologies to JW I am not fitting wishbones. My boat will have a boom with a loose footed main. I know where I am with a boom and I really don't want to start on a new learning curve. I did consider building a mast myself but the economics were not favourable. I estimated costs for building my own mast to be 1200 inc VAT. The cheapest quote I've had for an aluminium mast is 1186 + VAT. If anyone can prove my figures wrong please let me know a.s.a.p. I have not yet aid the deposit for my mast.

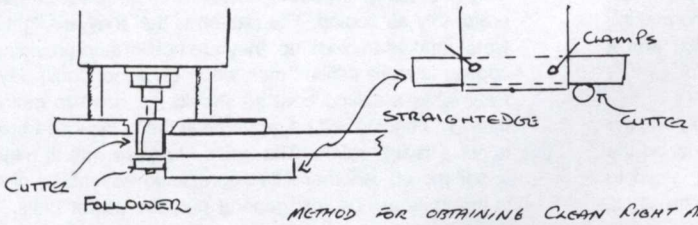
There is one problem I encountered which I will call "the loneliness of the long term boat builder". Apart from two 3 month periods this project has been a solo act and although various sailing friends drop in regularly the task can get lonely and gutty. The opportunity to talk to someone who actually knows what you are doing becomes desperate sometimes. If there are any builders out there who want to chat, phone me, I know how you feel.

Two people working together are equivalent to more than 4 people working on their own. Where the cost of renting the building site is high it is worth doing the sums to see if employing labour can save time and money. A friend helped me for 3 months and we worked as a team 8 hours a day for that 3 months. It had taken me 18 months working solo week ends and evenings to do the same amount. His help, had I paid for it, would have cost less than 18 months rent, travelling expenses and so forth. The bonus was the impetus it gave me by bringing the launch date 18 months nearer.

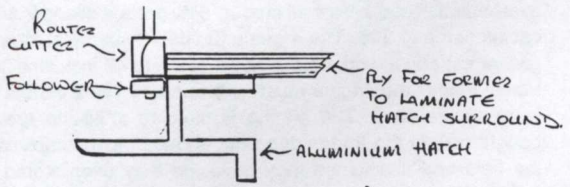
I started the project in August 1988 and it will have taken 5 years to get the boat in the water and a further 6 months will see the completion of the services and furniture. During that time I had about 9 months away from the building site for a variety of reasons. The project was extended by several weeks trying to get a high standard of finish throughout. I consider the time well spent and the result worth the additional effort.

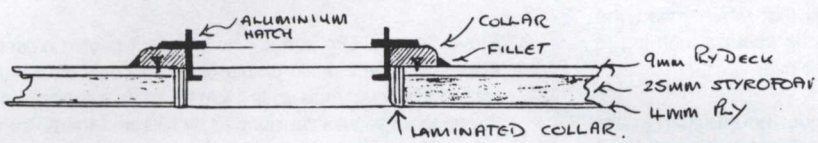
I have enjoyed the experience! I am now looking forward to the launch of me dream.

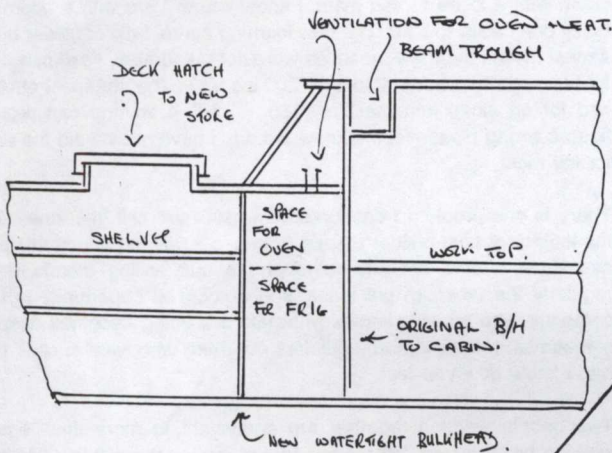
Mikes diagrams to illustrate the techniques used.

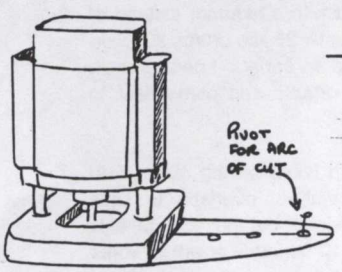


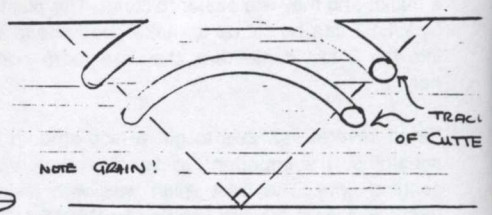
METHOD FOR OBTAINING CLEAN RIGHT ANGLE EDGE ON PLY OR TIMBER UP TO ABOUT 1" THICK.

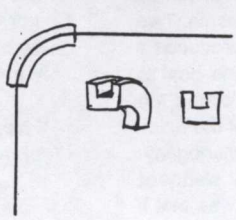








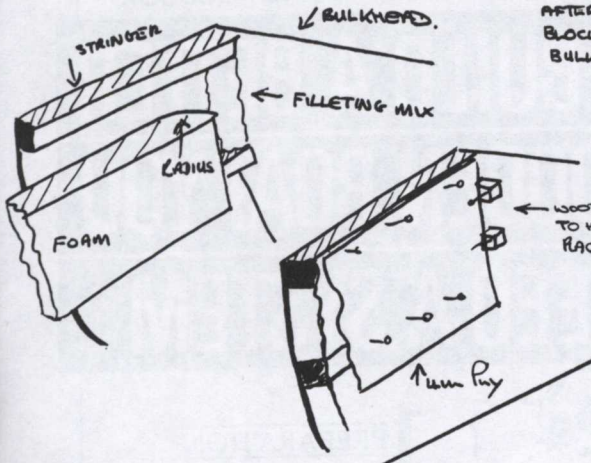




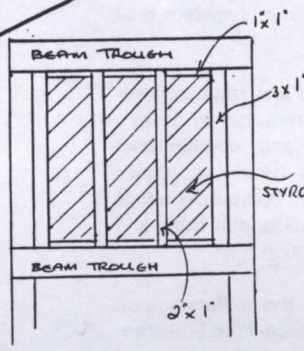
THIS METHOD WORKS BY USING THE ROUTER LIKE A COMPASS TO CUT A SERIES OF ARCS TO MAKE 90° CORNER TRIMS TO COVER PLY EDGES OF BULKHEAD CUT OUTS.

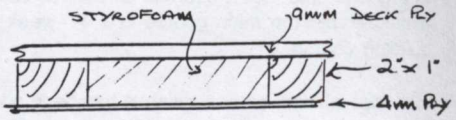
1. A FALSE BASE OF ALUMINIUM OR PERSPEX IS FITTED TO THE BASE OF THE ROUTER
2. THE CENTRELINE OF THE CUTTER IS SCRIBED ON THE FALSE BASE
3. HOLES ARE DRILLED ON THE CENTRELINE FOR THE LOCATION OF A PIN WITH WHICH TO PIVOT THE ROUTER
4. THE POSITION OF THE HOLES IS DETERMINED BY THE SIZE OF THE CUTTER + THE ARC REQUIRED.
5. THE GROOVE IS MADE WITH A 12mm REBATE CUTTER WITH A FOLLOWER.

INSULATING CABIN SIDES

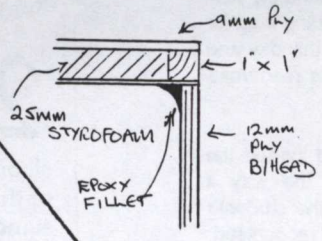


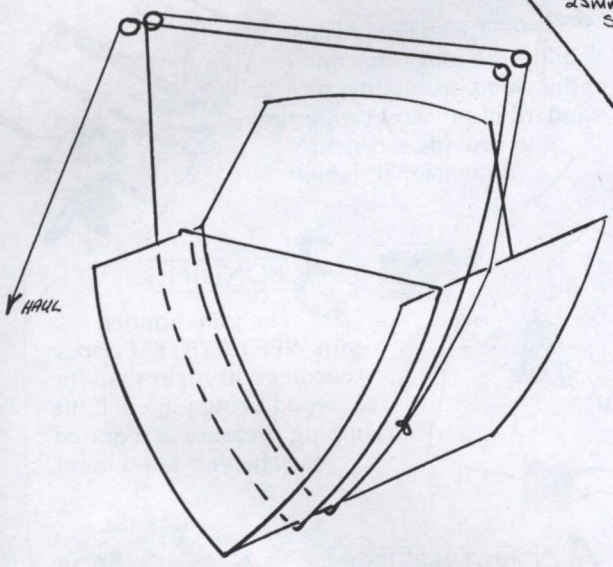
AFTER GLUE HAS SET AND BLOCKS REMOVED THE 4mm PLY/ BULKHEAD JOIN IS FILLETED.





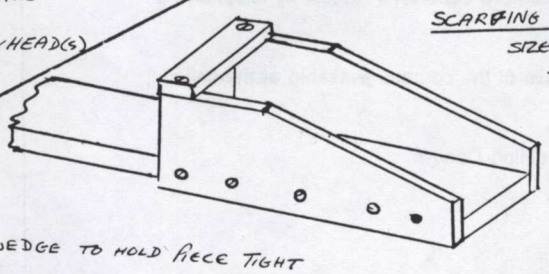
1. PREPARE EVERYTHING BEFORE STARTING
2. LAY 4mm PLY OVER BULKHEADS + PIN + GL
3. LAY DECK STRINGERS OVER 4mm PLY GLUE + SCREW UP FROM 4mm PLY
4. SCREW ENDS OF DECK STRINGERS TO 12mm PLY BULKHEADS
5. FIT 1"x 1" END PIECES BETWEEN STRINGERS
6. CUT STYROFOAM TO SIZE WITH BREADKNIFE
7. SLIT STYRO FOAM TO MAKE SURE IT BENDS TO CAMBER OF DECK
8. SPREAD EPOXY/C/SILICA MIX OVER 4mm PLY AND STYROFOAM, PUSH STYROFOAM INTO PLACE AND SPREAD EPOXY OVER TOP ~~EFE~~ OF FOAM + STRINGERS
9. GLUE & SCREW 9mm PLY DOWN OVER TOP OF FOAM + STRINGERS
10. PUT EPOXY FILLET ROUND JOIN.

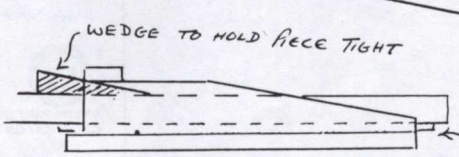


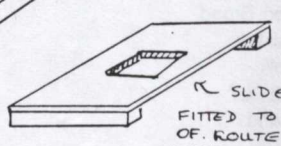


1. LIFT HULL CLEAR OF FLOOR, AS HIGH AS PRACTICAL.
2. TIE 2 ENDLESS LOOPS OF ROPE AROUND HULL ABOUT 1/3 IN FROM EACH END
3. TIE THE HAULING ROPE TO THE ENDLESS LOOP, THIS ROPE SHOULD FOLLOW THE SAME ROUTE AS THE ENDLESS LOOP.
4. PULL THE TWO HAULING ROPES, THE HULL WILL TURN AND THE ENDLESS LOOP WILL APPEAR TO REMAIN STATIONARY.
5. PAD HULL AGAINST ROPE BURN. PUT LOOPS NEAR TO BULKHEAD(S)

SCARFING JIG,
SIZES AND ANGLES TO SUIT TIMBER BEING SCARFED.







BASIC JIG IS MADE FROM 3/4" PLY, SCREWED + GLUED. CUT BULK OF WASTE WITH SAW, CUTTER SHOULD BE LARGEST RECOMMENDED BY MANUFACTURER. CLEATS ON SLIDE ARE TO STOP CUTTER TOUCHING ANGLED SIDES OF JIG.

Traditional Skills and Quality

What do an Italian pottery importer, a solicitor, a disc jockey, an Australian flight engineer, a charter-boat captain and a retired Army officer have in common? The answer is to be found on the shores of Lake Lothing just outside Lowestoft on the east coast of England. This is the wide range of people that you are likely to find studying traditional boatbuilding skills at the International Boatbuilding Training College which was set up in 1975 by a group of boatbuilding firms to provide a future source of trained employees. Run by the Director, John Elliott and his staff of ten instructors, there are usually about 60 students on course at any one time. Short courses on various aspects of boat building are available, but the main course is a 47-week, full time, complete boat building course.

The boat building course syllabus has been adapted and amended over the years to cover the complete range of skills required by today's boatbuilder. It concentrates on traditional skills and wooden boat building, fitting out and repairing, but also includes the use of modern materials. based on the sound premise that a modern boatbuilder needs to be a skilled woodworker, the 47-week course starts with basic and advanced joinery before moving on to hull construction.

Real boatbuilding is the name of the game and the College's yard always has a wide range of boats filling its floor space from 9ft clinker built dinghies to a carvel Vertue, from a 12ft Paul Bolger marine ply yawl to the restoration of a 90ft schooner, from a 16ft carvel boarding boat for the RNLI to an iroko on oak 30ft Thames steam launch. In this day and age of conservation, every effort is made to use renewable resources for the supply of woods.

Emphasis is placed at all times on the quality of work and indeed the College recently achieved a quality control award for the way it constructs its boats. this is, obviously, of great benefit to the students upon leaving the College since the standard of their is well recognised.

But what has this got to do with the Sea People and the Wharram concept of boatbuilding? Two students, my colleague Mark Sutton and myself (Roger Nadin) recognise the great advantages of catamarans and of Wharram designs in particular - from the speed of construction to the "green" aspects of this method, from their sea keeping abilities to, in this modern world, the advantages of the coastal trek TIKIs. When we leave college at the end of August this year we would like to bring our skills to bear on building Wharrams. To this end we are seeking to make contact with anyone considering having a Wharram built or whose self-build project has come to a halt due to lack of time and pressure of work. We will at all times provide quality work and, where applicable and cost effective, use traditional methods in both build and fit out.

In a world of reticent bank managers and credit controls we need some firm orders to be able to put our ideas into practice but we will guarantee to keep our prices as low as possible and for the first two orders, we will provide particular discounts.

Anyone interested in discussing a new-build, the completion of a project or a refurbishment should contact either of us in writing at the address below, or I can be contacted before the end of August by telephone on 098 686 409.

If you would like further details of the courses available at the college, then please contact:
The Course Director
International Boatbuilding Training Centre
Seas Lake Road
Oulton Broad
Lowestoft
Suffolk
NR32 3LZ
England

WEST SYSTEM* BRAND PRODUCTS

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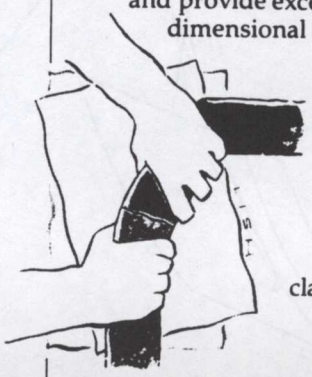
1 PREPARATION

It is important to build with wood that has been adequately dried. The moisture content of wood for composite should be as low as possible, ideally 12%.

2 ENCAPSULATING

WEST SYSTEM resins stabilize the moisture content of the wood, maintain a set standard of physical properties and provide excellent dimensional stability.



3 BONDING

The joint bonded with WEST SYSTEM epoxy becomes stronger than the wood being joined. Little clamping pressure is required to achieve a good bond.

4 CONSTRUCTION

WEST SYSTEM products eliminate the need for mechanical fastenings such as screws, bolts and rivets and therefore subsequent corrosion problems are non-existent in an all bonded construction.

7% Discount is offered to all Wharram builders if they order WEST SYSTEM* products through James Wharram Designs.

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Coastal Cruising

A RECORD UP FOR GRABS?

By Angi Woods

It rained hard for two weeks prior to our tow out, with gale force easterly, south-easterlies. It continued to rain and blow for the next two weeks! In fact it's hardly stopped raining ever since!

18.30, Friday, 25th September, 1992, we moved round to the slipway and spent the weekend pulling ourselves up as high as we could on each high tide. Shyam ("Shauri-ya-Mungu", ex "White Flyer", Narai Mk. 1V) was due to leave the Millbrook **muddy estuary** for the Foss Quay Multihull Centre **muddy** boatyard for an extensive refit.

"D" Day, Monday, arrived. We had 7 hours between high tides to jack Shyam 3 feet up onto blocks in order to get trailers underneath. We had to start by 10.30, and we immediately ran into trouble. The borrowed jack from Skinners garage wouldn't even try. By 11.00 we'd been through another 4 ton hydraulic jack which managed an inch of lift off before collapsing in a sea of leaking oil. A 4 ton hydraulic borrowed from the yard refused to budge. Finally, two hours behind schedule we got hold of two 5 ton hydraulics and were in business at last. The clock was ticking on, we discovered that a number of the blocks were inadequate and we spent precious time scouring the boatyard for more. There were only 5 hours left before the tide would be lapping at our keels again.

Pip came down about 1400 to see how we were getting on, and I said I hoped he had a powerful tractor to pull us out. He thought I was joking – "I've got two, a Corgi and a Matchbox" he replied. We shared the joke, but Michael and I looked at each other ruefully.

Hey! Come on, back to work, hurry, hurry! Build the block, pump the jack, first this end – and then that. Sweat! sweat! as anyone knows who has jacked up a large Wharram. Our time table was slipping again and it was now Shauri-ya-Mungu (in God's hands), whether we were going to make it in time. And thankfully He provided in the form of Hugh Hardwick who innocently walked past, stopped to say hallo and ended up giving us a very valuable hand. Blocked up at last, the two trollies were manhandled into place, chained together and Shyam lashed to them. We were ready with the tide inches away from us.

Pip and tractor arrived for the big moment!

The first valuable lesson to be learnt if you want to take a well built Narai Mk 1V out of the water into a boatyard, is get yourself a Caterpillar! One that runs on tracks, not multiple legs!

The second is to ensure that the trailer provided is adequate for the job; and thirdly, don't haul out when it's been raining for days and all you have to travel on is sticky, thick mud and shifty gravel!

However, as I said, Pip arrived with one tractor, connected up, and put his foot down. We held our breath, watching Shyam anxiously. We nearly missed the spectacular sight of a tractor doing a wheelie on the spot! Shyam did not want to leave the water, and she certainly wasn't going to leave it for just one tractor!

Some head scratching, then the Caterpillar was called in and together with the tractor, slowly shifted Shyam up the slipway and onto the gravel/mud road. A cheer went up, we were in business at last! The front wheels of the trailer moved two or three feet onto the road and then sank without trace into the loose gravel. Every effort to tow further resulted in the trailer digging in deeper and the tractor/caterpillar churning up more mud. Pip went home with a shrug of his shoulders.

For the next five days we sat perched at the top of the slipway, a bit like living in a wind tunnel. Hopeful noises made to Pip about moving fell on stony, or rather muddied, ground. He was busy with other, more amenable boats coming out with the help of Ron Craddick and his crane.

A number of folk over the next three days, mostly PCA members, studied the problem from all angles, did a lot of head scratching, hands-in-pockets talking, a great deal of heaving and pushing, drank a lot of tea, and then reluctantly drifted away. As the week progressed we became more isolated in our exalted position, apart from providing a topic of conversation for anyone walking passed.

There were plenty of suggestions on how to shift us, from taking Shyam off the trailers and dragging her over the mud on her keels; dismantling Shyam and taking her piece by piece into the yard; calling in the Navy/Army helicopters for a practice lift, using Shyam as the guinea pig; using off cuts to haul her over the mud (like the Turks, we were told); to doing it the Polynesian way, i.e. find 200 strong men to pick her up and carry her!! Not a bad idea, only this was Foss Quay, not Hawaii – where were we to find 200 strong, **and willing**, men? One wit even remarked that November 5th wasn't that far away! He did not get offered a cup of tea.

Ron came over about Wednesday, stood in front of Shyam, shook his head and said "I hate multihulls"! He wasn't prepared to use his crane, but did suggest using 8x4 foot ½" steel plates placed in front of the trailer wheels. He only had two so we'd have to use a forklift to rotate them from the back to the front, on the muddiest side, supporting the other side with old ply or anything else we could find, and he couldn't bring them until the end of the week.

With the inevitable drizzle going on, it took from about mid-day until 17.30 on Friday the 2nd October, to tow Shyam 50 odd yards to the nearest hard ground, using a fork lift truck, tractor, the caterpillar, steel plates, plywood and 3 man-1 **woman** power.

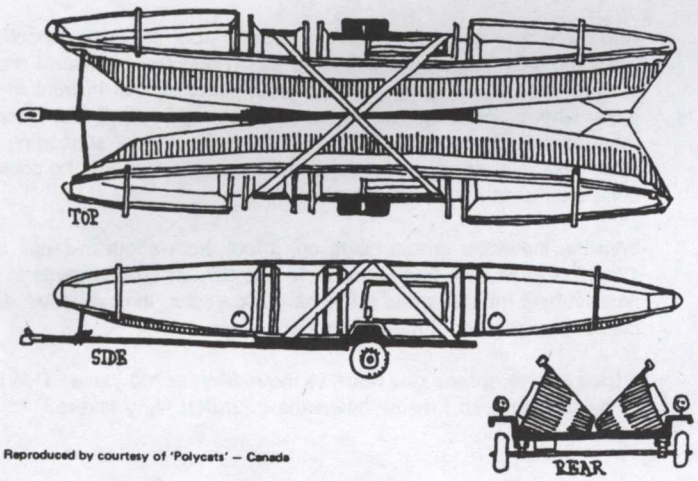
It took 8 days, minus one hour, to move Shyam 200 yards! This has to be a record, so I throw down the gauntlet! Any takers?

25 Years of the PCA

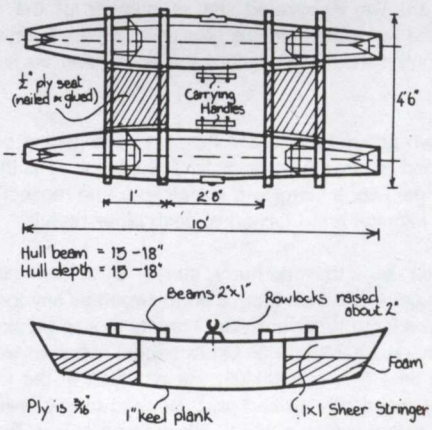
Half way through 1968, the first coming together of Wharram builders was organised. The association soon had a title and an objective: The Polynesian Catamaran Association was formed to promote and support the construction and use of James Wharram's designs of catamarans. The intervening years have seen great changes in society. Remember that in 1968, Sir Alec Rose had just completed his circumnavigation and it was only the year before that Sir Francis Chichester had completed his epic voyage following the Clipper route. At the same time Chay Blyth and John Ridgeway had just rowed the Atlantic. The Observer Single Handed Transatlantic Race was in vogue. 25 years later, we have had one PCA member complete the STAR and Chay Blyth triumphant with his Round the World adventure of 10 boats. (Chay sailed a Tanenui back in the early 1980's. His remarks on the Tanenui are not recorded!). These two pages are a sideways look at The Sailorman, the forerunner to the present magazine.

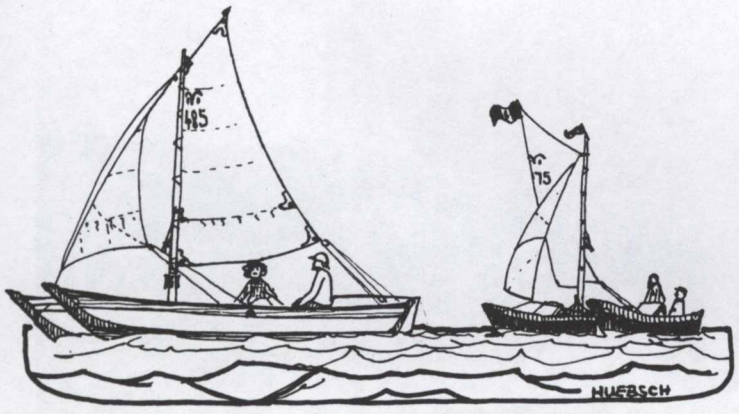
Opposite is an extract from about 10 years ago. This particular article showed some of the lateral thinking that went into living with a CLASSIC.

Below are samples of the excellent quality of diagrams from the pen of Roly Heubsch, a Canadian, and at the end of the 70's through the start of the 80's, a prolific contributor.

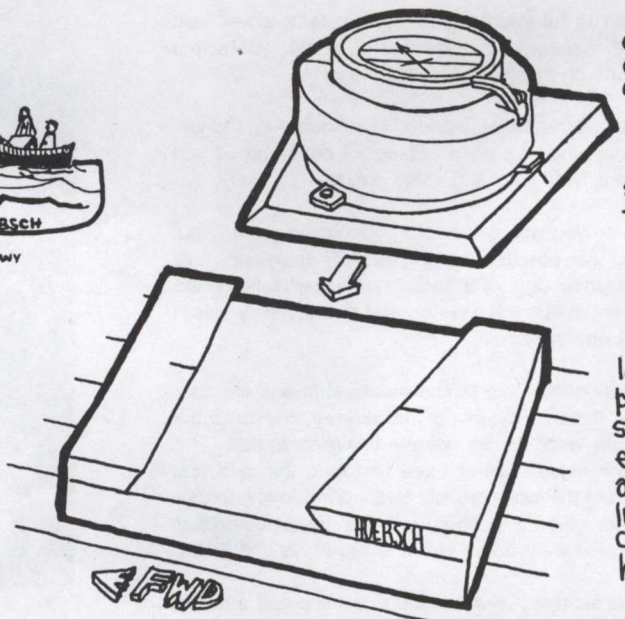


Reproduced by courtesy of 'Polycats' – Canada





LITTLE BOAT AND HUAHEINE IN COMPANY

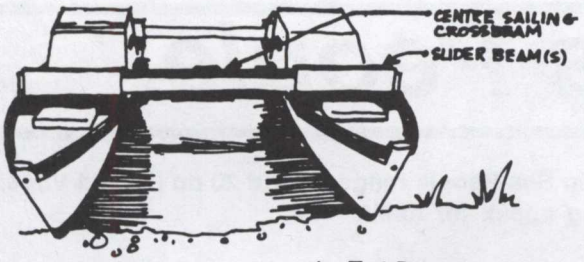


ex-airforce grid compass mounted on -

- tapered wooden panel that can slide into one of two -

- wooden bases located at the port and starboard steering positions ensuring perfect alignment of the lubber line with the center line of either hull.

HUAHEINE'S STEERING COMPASS



THE "POLLYWOG METHOD" OF TRAILERING A WHARRAM CATAMARAN

by Ted Reece

When I bought my 23-foot Wharram catamaran, which I have named *Pollywog,* I lived in the Atlanta, Georgia area and the boat was located in Maryland. I was therefore faced with the immediate problem of reducing the 11'4" beam of the boat to less than eight feet just to get it home.

I won't go into the gory details of what I had to do with a hacksaw to the monohull trailer I had borrowed from a friend. Or what I did to the crossbeams of the boat with a bow saw. Or the pine tree I cut down of which I used a couple of eight-foot sections to modify the trailer. But finally, after two days of toil and trouble in a cold and constant autumn rain, I had the boat on the trailer and ready to head south.

After I got the boat home and rebuilt the crossbeams, I devoted my attention to developing a workable trailering and launching system. I was determined to keep the system as simple and inexpensive as possible, having been duly impressed with Mr. Newick's Keep it simple. philosophy.

I considered several methods, including folding crossbeams and telescoping crossbeams, but I discarded these ideas as being too complicated, or too weak, or too heavy for sailing.

I considered it impractical to try to use a tilting trailer system, such as is used by Tornado and some other catamarans with a ten-foot beam. I didn't care for the side loads that would be put on the boat or the detrimental effect the steeply tilted boat would have on highway handling.

Eventually, I devised a system which would let me launch the boat at its trailering width and then simply push the hulls apart once they were afloat. This eliminated the need for a complicated expanding (read expensive) trailer such as that used by Stiletto.

I was lucky enough to find a used monohull trailer which suited my needs. I modified it by building two sturdy cross rails of 2" x 8" spruce, one forward and one aft, then I installed a twelve-foot long 2" x 8" in a fore and aft direction on each side of the trailer. Since the hulls sit on these fore and aft boards, the attaching bolts are countersunk to avoid damaging the hulls. In use, these boards bend under the weight of the hulls, conforming to the curvature of the hull bottoms. This provides support over a greater length than would be the case if the boards had remained straight. For this reason, it is important that these boards be attached only at two well separated points. With this, the trailer modifications were complete and the trailer was ready to go.

As for the boat itself, one beautiful aspect of the Pollywog Method is that no modifications to the boat are required. What *is* required are three separate sets of crossbeams! This sounds complicated and expensive but it really isn't.

The first set — are the regular sailing crossbeams which are part of the boat in the first place. Additional cost: zero.

The second set — are the trailering crossbeams. These are simply two 6½' long pieces of 4 x 4. If you are any kind of a scrounger, these won't cost you anything either. I used a couple of pieces of the original crossbeams.

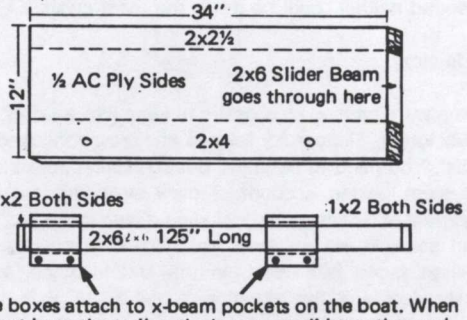
The third set of crossbeams are the key to the whole Pollywog Trailering System. As you can see from the drawings and pictures, they are simply two rectangular boxes sliding on a 2" x 6" board. The 1" x 2" cleats on the ends of the boards are very important, as they keep the slider boxes from sliding off the end of the beam. Can you imaging how embarrassing it would be to have your catamaran capsize in two different directions at once?

The system works as follows:

When the boat is on the trailer, it is held together by the two short crossbeams in the center and aft crossbeam pockets.

To set up for launching, first install the front slider beam by pushing the slider beam boxes together and bolting them to the front crossbeam pockets. Then remove the short aft trailering crossbeam and install the aft slider beam in its place. Next, remove the short trailering crossbeam from the center crossbeam pockets. The boat is now ready to launch.

Details of Slider Boxes



These boxes attach to x-beam pockets on the boat. When the boat is on the trailer, the boxes are slid together and bolted to front and rear x-beam pockets while the boat is held together by a short x-beam in the center x-beam pocket.

The 1x2's on the ends are to stop the slider boxes in the desired position and keep them from sliding off the ends of the slider beams.

When the boat is in the water, it can be pulled clear of the launching ramp and while floating, the hulls are simply pushed apart. The regular center crossbeam is dropped into place and bolted in. The forward slider beam is then removed and the regular sailing crossbeam is installed. This is repeated at the aft crossbeam and the slatted decks are dropped into place. Then all that remains are the rudders, tillers, mast and sails.

The first time we tried the system, it took us about three hours to feel our way through, working out the bugs as we went along. However, with experience, this has been reduced to less than two hours with two people. And it is entirely possible to do the whole operation alone!

At first I was worried about whether the boat would have enough stability in the water when still at her trailering width, but my fears were quickly disspelled. She has proven to be surprisingly stable during the whole operation.

I was also concerned about the strength of the 2" x 6" slider beam. However, I have found that in use there is very little stress on the slider beam. The 2" x 6" is more than adequate.

This system works! I have proven it with thousands of miles of highway travel. I have spent sailing weekends on mountain lakes and sailing vacations in the Florida Keys.

I think the Pollywog System makes the Wharram catamaran the least expensive trailerable cruising catamaran that I know of. ●

Reproduced by courtesy of "Multihulls" magazine)

Letters from Sea People

News and views from you has varied and interesting. The articles in Sea People mags 19 and 20 on Ronald Vopel's adventures have caused a flurry of activity. I will let the following speak for itself.

The story of Ronald Vopel's voyage across Biscay has taken another turn. Below is the text of Ronald's letter to Scott Brown together with the Scott's comments. Also included are further observations from Steve Turner:

Scott Brown to Adrian Honeybill (PCA Editor) June 1993

I have received the following letter from Ronald Vopel concerning my comments on the loss of "one BIG yes", and in fairness to Ronald I thought it should be published .

The "cheap" mention was a cheap shot by me. The fishermen were cheap but lost his yacht, the professional salvers were expensive, Ronald actually needed neither, until he threw the mast away!

Learn from Ronalds story.

Most of the problems were caused by a desire to jump into a safety net. When the going gets tough, Skipper confidence and crew confidence in the skipper is crucial. You need to be in the best condition possible so a proper watch system (taking account of crew strength), must be started from the moment of clearing port, including a plan to eat properly and regularly. Start seasickness sufferers on Stugeron (or whatever) before leaving. When faced with what, in the first instance, looks catastrophic, quickly decide if the situation is IMMEDIATELY LIFE THREATENING, this will generally be obvious. If life is not threatened, make everything temporarily safe, and then TAKE TIME to consider what you would do if there were no rescue services available. i.e. mid Pacific. While you and perhaps the next most experienced member consider this, put other crew to work. (Brewing tea, tidying all the halyards in the case of a dismasting etc., i.e. try to normalise things) You must remember everyone is in varying stages of shock, and apt to make bad decisions or panic if not guided.

REMEMBER sea is not your enemy in a boat, LAND IS. A well found mastless Wharram will weather a force nine at sea; and when stronger many people advocate taking all sail off anyway! With jury rig you can even choose within reason in which direction you go!

The end result of the handling of the dismasting Ronald was paid by his insurers.

They were the same insurers who took on the risks of "Sharing the Challenge", even when single handed by Bob across Biscay in March!

They were the same insurers who insured "MANNINI PAHI", including charter risks.

They will no longer insure Wharrams, yes this means yours, as a direct result of the circumstances of the loss of "one BIG yes", the second "Wharram" incident of its kind they have had!

Ronald Vopel – Berlin, April 23 1993

Re: Your notes on my article in Sea People Magazine of December 1992.

Dear Scott,

I think that one should never refuse to learn and your comments on my article about the loss of "one BIG yes!" have made me consider the whole story and my part in it once again. To be honest: I felt a bit censured by your words because the four points you have made (no attempt to build a jury rig, no appreciation for the work of the towing companies, abandoning the boat, no proper tacking technique) have been subject to serious considerations when we were on the boat and even now we still discuss these questions. Rereading my article it appears to me that I was to thrifty with details and thus there seem to be some misunderstandings which I would like to eliminate.

The crew consisted of three guys and a girl. Two of the chaps (including me) are naval architects and we both are sailing for 15 years now. The other guy gained his first sailing experience enroute and the girl was seasick most of the time. When we suffered the breakage of the mast the crew was (most of all mentally) pretty exhausted because we had made little progress so far. I had to decide whether to build a jury rig and try to reach the French coast (Bordeaux was the only harbour feasible considering the wind direction) for which I had no charts and informations except what you find in Reed's Almanac (the attempt to buy charts for France in La Coruna had failed) or to ask for help. To make things worse the night was coming up and the mast had already done some damage to the deck and was dangling in a 45 degree position held only by the anchor chain attached at the mast's base. With respect to the rather alarming forecast I decided to look for help. Of course the question of saving the mast was discussed among the crew members but we agreed that, expecting rough weather, it was much to heavy to lash safely to the deck. Besides the mast was splintered to some extent, didn't look very reliable any more and needed a lot of carpenters work. Thus we only saved the boom which I thought would also make a nice jury rig if needed. The mistakes I made so far were: I put up a too tight schedule for the whole trip (7 weeks from Alicante to Rostock), putting myself under pressure in order to be on time for crew changes and thus not allowing myself to practice coast–hopping which is safer and doesn't exhaust the crew. And I should have tried to get charts for any area in reach by all means.

The offer from the towing company may have been correct in the company's economical terms but for me it was out of discussion because the fixed price was 20.000 USD (Lloyd's Open Form seems to be a historical thing) was more than 50% of the boat's value and I had to pay for a new rig anyway. In a situation like this you are really lost since you cannot get in contact with your insurance company (they could have done so but obviously refused to) and have no way to play it financially safe. The issue was not to make it "cheap" but to avoid going bankrupt. It is not only a joke when the salvage business is sometimes compared to piracy!

It took about 20 minutes for my crew and the trawler captain to convince me that leaving the boat was sensible. There were two alternatives: The weather stays calm, then the towage will be an easier job and doesn't require much onboard assistance. Or the weather will become really heavy and then the people on the boat are in great danger. I rather loose my boat than take the responsibility for the loss of a life (because I think it is inevitable to leave at least two people on board if you decide to do so). A detail which I didn't mention in my article was the fact that after 12 hours or so of towing the line broke and a crew member of the trawler went into the water and on my boat in order to reattach the line (I told him not to do it but he didn't listen). The waves were about 4 metres high by this time and he had a hell of a job to get back on the trawler. I cannot imagine how to get an exhausted, possibly injured crew member off the boat during the night (and you have to care for the worst case, don't you).
Unfortunately you cannot exercise situations like the one I have been in but next time (I hope there will be no next time) I will in any case take as much time as possible for my decisions but once you have decided you have to be resolute.

A last word about the tacking problems: As I mentioned before we are quite experienced sailors and two of us even visited T. Forrester in 1991

in order to learn about handling Wharrams. On board of "one BIG yes!" we tried nearly everything from sail shape and configuration to steering tricks but the only thing that worked was starting the starting the engine when going about (also the previous owners choice). Steve Turner's arguments remind me of Chernobyl: Nuclear energy is no threat at all, it is the Russians who don't know how to run the plants. The CLASSIC design range is prone to tacking problems because of it's hydrodynamics and unless you include some helpful devices like daggerboards or vortex generators in the design (which the builder of my boat didn't) you can hardly solve the problem. But I do agree that every boat is a bit different and you have to learn what your boat can do and what it cannot. Maybe I just didn't have enough time to find out about the ultimate trick.

Nevertheless thanks for your comments and I hope that someday we can have a more personal exchange of thoughts. I would really look forward to this.

Best regards

Ronald Vopel.

Steve Turner writes

I was sorry to read of Ronald Vopel's loss of "one BIG yes!" and know from my own experience that while it is easy to analyse a situation afterwards and pick the best course of action, it is not quite so straightforward a business when you are cold, tired and frightened. The responsibility for the safety of others also weighs heavily on the skipper's shoulders at such times.

This leads to my previous point of learning to sail your boat to the best of it's potential before taking it offshore. (Three hours sailing a TIKI 26 is a good start Ronald, but only a start.)

Ronald compares my earlier comments (which were written before I knew of his misfortune) with a nuclear enthusiast's arguments about Chernobyl – the comparison is not valid. I know from 18 years and many, many miles of sailing Wharram CLASSICS from a 22' HINA to a 51' TEHINI that the boats can be relied on to tack under almost all conditions. Failure to tack is usually due to a combination of factors, some simple (lack of Ackerman angle on the tillers, large gaps between skegs and rudders or clumsy, blunt underwater shapes. and others not so obvious (balance between the centre of effort of the rig and the centre of lateral resistance of the hulls wrong, sheeting angles incorrect, poorly cut sails, slack forestays or incorrect tacking technique!)

Ronald is wrong to think that later Wharram cars are fundamentally different from the CLASSICS. The TIKI 21, 26 and 31 all have no daggerboards, vortex generators or low aspect ratio keels, yet have amply demonstrated their ability to tack reliably and point high without excessive leeway. A major difference between the TIKIs and a lot of the CLASSIC lies in the execution of the details which are now incorporated into the plans. There is less scope for the home builder to get it wrong!

The characteristics of the Wharram hull make it slow in stays. Like a traditional sailing vessel, it has to be sailed from one tack to the other. Unlike the traditional ship, however, it is light weight and does not carry its way through the water. Unless you keep the cat sailing she will stop before she has gone through the wind. All is still not lost, if the helm is reversed as the boat starts to make a sternboard she will usually pay off on the new tack.

A lot of CLASSICs are built by the first-time builders who are not always aware of the importance of a fine entry, fair skegs and rudders etc. and have little experience when it comes to rigging the boat. All this knowledge is available within your association. PLEASE USE IT.

I was pleased to read that, Ronald, after all his bad luck with "one BIG yes!" is still a Wharram enthusiast and hope that these comments, which are written with the hope of helping other members to get the best out of their cats, have not offended him. Good luck with your next boat Ronald.

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TR19 7DW

The Editor,

One of the most interesting aspects of the last two issues of Sea People (Nos. 18 and 19) has been the various methods proposed for self steering for the TIKI range of catamarans. The solution adopted on 'Sharing the Challenge' using a Navico Tillerpilot and an extended push rod was particularly ingenious – simple when somebody else thinks of it first! Some other readers will no doubt be trying out this arrangement on their own boats, it might be worth mentioning that the standard unit supplied by most manufacturers of small push rod autopoilots is designed for starboard hand mounting (on a monohull). A little thought will show that such a unit would have to be set up inboard of the starbord hull; the drawing in issue 18 shows a port hull arrangement, requiring an autopilot which might have to be specially ordered.
Even more intriguing is the photograph of Rory Mc Dougals' windvane (issue 19) I hope Rory can be persuaded to write an article on how he set this up and how effective he found it in use. The steering on the Tikis is so light that I imagine that there is a direct vane to tiller link without the need for trim tabs or other such refinements. I feel that the whole business of self steering could very usefully be the focus of a future issue.

I would also like to see what deck arrangements readers have made for handling spinnakers; they are making more and more frequent appearances nowadays presumably most people are dispensing with spinnaker poles in view of the sleeved luffs on the mainsail, so where are they leading their sheets? (and how many sheets/guys are they using?)

I did not venture very far from Fal in my TIKI 21 'Ellida' last season, but I did take my HITIA 14 down to the French Mediterranen on a roofrack, where I left it under temporary importation arrangements. I am hoping to be able to leave the boat there permanently under the new EEC regulations, although a VAT certificate is theoretically required (which could be difficult in the case of home builders) very small vessels of comparitively little value should be able to obtain VAT exemption certificates – good news for owners of modest sized Wharrams. I will let you know how I fare with the French Customs when I put all this to the test at Easter. As a matter of prudence, it seems that home builders should be careful in future to retain all receipts for materials, sails, engine and other equipment as evidence of VAT payment if they intend to sail in 'foreign' EEC' waters.

Maurice Killen has already written about the area of the Mediterranean between Port la Nouvelle and the Balearics. Despite the dire warnings about the ferocity of the Tramontane to be found in any Pilot of the area, there is a great deal of sailing activity and many people are leaving their boats in one of the several artificial yacht harbours being built there. Some of them are now very extensive, and appear to be completely sheltered. Last summer the Tramontane hardly put in an appearance, for much of the time the wind blew from SE kicking up a rather uncomfortable chop which did not suit the little HITIA very well. It was wet and exciting, but a bit of a struggle at times; I was hoping for something more relaxing.

And this year I think I'm going to find it, I shall be looking at the series of e'tangs, or salt water lagoons, that are strung out parallel to the coastline. Hardly anybody seems to sail on them now except the occasional windsurfer, yet they were once much more frequented and can even boast a little port here and there. The shallow draught boat should be able to find solitude there even in mid August, or thats my hunch anyway.

I hope you have a pleasant season's sailing

Best wishes

Malcolm McDonald

7 Links Road
Rondebosch
Cape Town
7700 23 Nov 1992

Dear Ed.

My sincere apologies that this comes to you so late. It was started on the PC at work weeks ago, but then I changed my job at the refinery where I work to what is called a short term planner. This has been much more demanding of my time but my head is getting above water now.

The boat progresses slowly as always, with many distractions; the last being a doll's house for my daughter. There are some dreams more important than my own.
As Cape Town seems so isolated from the rest of the Wharram world, for me Sea People is an anxiously awaited link to other builders and sailors. Although there are plenty of boat bulders here, including a number of wood-epoxy professionals, there are no other Wharram cat builders to commiserate with. The nearest Wharrams on the water are in Durban which is two days drive away. Reading the Sea People I find it encouraging that others also take so long over their boats. It is my conclusion that the boat building is a hobby in itself. It was very heartening to see Spirit of Gaia has been launched. When I visited the Wharrams three years ago they were at the stage of construction I have reached now. With luck my small project will also have its launch day.

As far as materials are concerned I have used Ciba-Geigy general purpose epoxy with a medium speed hardener. Its most important feature is that it is available locally, but it has been used by other boat builders with success. Sadly my pocket has forced me to compromise and not use imported knot free softwood. I have used a tropical hardwood called Meranti, as local pine is very fast growing and poor quality. The Meranti is not usually a boat building timber as it can be brittle, absorbent and not very rot resistant but the epoxy seems to convert it to the consistency of mild steel.
Please will any Wharram sailors passing by drop in have a beer and encourage me. Any gratuitous advice is welcome, especially from those who have been through it all before. Just remember, the Cape has wonderful beaches, spectacular mountains and great food and wine, but it is not called the Cape of Storms for nothing.
Regards

Andrew Carr

3301 Yosemite Ave
P.O. Box 5
El Cerrito, CA 94530
USA 3.2.93

Dear Ed.
I was excited to finally see pictures of 'Spirit of Gaia' sailing and was interested in the chartering offer. Then I turned to the 'Ditty bag' and looked and looked but I just could not find it. We're still interested. So maybe you could send the charter information to us or forward my request to the right place.

Except for my inability to find the chartering offer we enjoyed this edition, you're doing a fine job.

Thanks

Ted Kearn

[Ted, I hope that Jim's Column helps to explain things. The chartering was discussed last summer, but I didn't quite delete all references when JW's plans changed. Trust the disappointment is not too severe... anyone else building a PAHI 63??.. Adrian]

Hello the Wharrams,

Well old 'Hoonos' has crossed the Mozambique channel from Madagascar to Richards bay and all's well. Rick Patterson showed me his plans and is very keen plus with them was a 1988 'Sailorman' (No. 9) with a photo of my boat under construction in the garden with a young nubile on the deck (page 1). The caption said you had no news of me, so I,m keeping you up to date.
I've been in Madagascar for nearly 2 years and cruising up and down the west coast and doing a few charters and generally having a good time.

The boat is fine and no major problems. The lashed on rudders are still in perfect condition.I did a charter with 17 people on board. Plenty of place for all.
Kindest regards

Anthony Adkins

Ackerman Angles continue to create interest. Yet more for your thoughts.

19 Ash Grove
Orrell, Nr Wigan
Lancs.
WN5 8NG 5.5.93

Dear PCA Ed

In reply to Mike Woods letter in Sea People No. 20 on Ackerman angles. there is an article in AYRS No. 18 on this subject. According to this, the rudder/pivot line should intersect at the boats C.O.E. on the basis that this represents the point "around which the boat turns". I don't have the Dec. 77 Sailorman to hand, so I can't check to see if Skip Blairs steering offsets conform to this. Anyway, I hope that this little offering is of use.

To reply to Glen Leisters Q3, as far as I am aware, The China Sea, Phillipine waters, Borneo waters and particularly the straits of Mallacca are all reportedly bad areas for pirates.
Hope the above is useful.

J. Farrimond.

"Froglands"
St Veep
Lostwithiel
Cornwall PL22 0NR

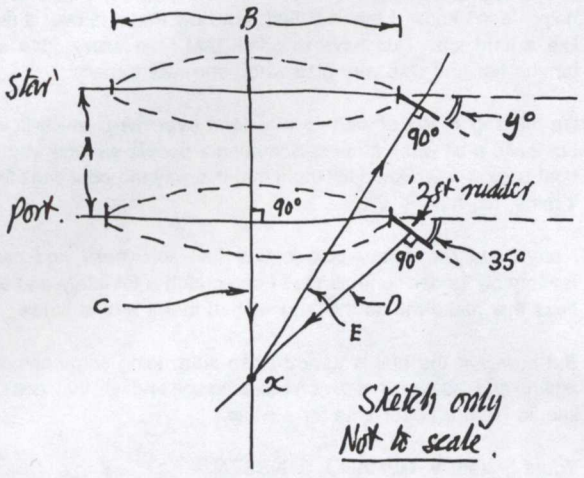
With reference to the letter by Mike Woods about Ackerman Tillers and angles in March "Sea People" -I am at this very moment engaged in fitting 'them' to our HINA and have made the following calculations, which I hope may be of some help?!

The method described would apply to any size of cat. Diagram is explained thus:
1) Take a suitable scale; draw a pair of parallel lines the width apart of the two centre lines of your boat hulls - Distance A.
2) Mark in overall length of boat on these lines - Distance B.
3) Take a line from centre of line B drawn at 90 deg. - Line marked C.
4) Draw in a rudder on lower, or port hull at 35 deg.* (* going about or tacking angle. Rudder can be drawn as 2ft. in length (measurement not too critical).
5) As boat turns to port the rudder will scribe a circle, so draw a line (marked D) from the middle of the rudder at 90 deg. Project this line until it bisects Line C at x.
6) I reckon (Ho Hum!) that the cat should turn around this point (x) when inside, or port, rudder is at a constant 35 deg.
7) to find out what the other rudder angle should be, draw a line (marked E) up from x until it passes 1ft. (ie half rudder width as per port rudder) from the starboard hull.
8) Draw in a line that is 90deg. to line E and strikes starboard hull end (ie starboard hull's rudder).
9) Measure angle of this rudder (angle Y). The difference between this angle and the 35 deg. will be your Ackerman Angle (7 to 10 deg?). if this method is not correct and mathematical genius reading Sea People can 'put me right', without hurting my brain, I would be very pleased to hear?!?! (So will I - Adrian.)

I only made it as far as 'O' level maths and if wrong , then it's not the first time I have been up 'Cow Dung Creek' in a barbed wire canoe.
Do Ackerman tillers make any difference? Well without them when you 'go about', one rudder is always going to be 7 to 10 deg out of line, causing some drag perchance. What is important, I believe, is adapting your rudders and skegs (on older boats) to be 'close' fit'. This prevents 'leakage' between the two and must improve going about.

I am also carrying out thus operation, and anyone whom I have failed to bore completely with the above, has only to ask and I will supply more erudite, esoteric pontifications.
Regards

Robin Guest



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Dear Ed.
Since you are in dire need of news [always am..keep it coming], here is some. I got the plans for the 42' Captain Cook at the end of November (boat No. 181). I began in January to build a 48' X 12' X 14' hgh shed and completed it by mid Feb. just in time we had 2' of snow. The shed is designed to build one hull at a time, turning it around inside on a wheel type device that I'll divulge once it is tried out (I am sure someone did it already, I don't know).

Three weeks ago I began working on the boat and by now the backbones are all cut and the bulkheads almost finished, I'll do all the stringers next, waiting for milder temperature to glue up and surface seal the backbones and bulkheads (although in the shed is cozier than outside, I work with 30 – 40 F temperatures and am using Epoxy). Thats all for now.

After 41 years of working for others I decided to take a few months off and begin on the boat. I don't know yet how I will continue after May – June, but the project will at least be on a good track.
I plan to write a sort of book out of this, actually a collection of writings, pictures and anything that goes with the project. I enclose the very first piece I wrote, I decided to choose the name to begin with and thats what the piece is about (Note; since that was written in October I decided on the Captain Cook instead of a schooner of my own design). The name was found and the christening will be on schedule: 1st day of spring!
Best regards
Carlo A. Clavi

P.S. Keep going with the Sailorman it is good!
P.P.S.Does anybody have any experience or suggestions on cutting the inside of the bulkheads before the hulls are set up? Cutting them after (as the plans say) looks like a real chore. Sorry for asking you, the whole Wharram office seems to be on vacation! (Lucky fellows!)
P.P.P.S. Can I find somewhere a collection of all the tricks and ideas that the builders before me came up with on J.W. catamarans? I have the prior issues of the Sailorman but there is not much in there.
[For CLASSIC designs, "In the Wake of the Sailorman" has a wealth of details. Anybody out there fancy doing the same for PAHI and TIKI? Your chairman – Steve Turner has a wealth of information on the TIKI, both in wood/epoxy and GRP. He is in it!? up to his armpits, however, and his trusty quill pen has a strict limit of 100 words?! for any major articles. So we need a TIKI expert from other sources.]

EAST COAST WHITSUN MEET 1993?
I'm sorry that I didn't organise a Meet this Whitsun, (there will be a meet in 94) the reason being that I sold my Tiki 21 "Zalamander" (now renamed "Kali" I am told) and Have a Tiki 26 named "Tiki Motu", which was purchased in Poole and the end of the season last year and is still in Poole harbour now where she will stay for this year at least.
I intend to sail to the summer meets at Exmouth and then on to Plymouth, leaving Poole approx. mid July if there are any other cats that wish to cruise in company then give me a ring. see you all there.
John Zalucki.
0206 298874

Bousval
Belgium

Dear Adrian

I read with much interest Roy Proctor's article in issue 20.

When motoring my TIK1 21 in the Med(where the force is either 0 or 9), I noted that the outboard "overran" (I am not sure of my English here) when, because of pitching, the propeller thrust reached the sea surface. The cure is therefore to tilt the outboard down. But the standard mechanisms only allow to tilt them up (for heavy outboards at the back of small boats). So it is the transom plank which must be tilted, and then the standard mechanism may be used for adjustment. This should, in my opinion, be incorporated in the plans.

I hope this will be helpful to the TIKI 21 owners.

Jaques Grassart, Buosval

PS I sold my TIKI before having the opportunity to test the idea, but have little doubt about it.

508 Riverway
Menasha, WI 54952
USA May 3 1993

Dear Tiki–26 Builders and Other Interested Parties:

I have finally launched my Tiki–26 and, after considerable delay, have gotten around to launching this letter as well. I have enclosed a photograph of the boat at the early trials for comparison and encouragement, and I'd like to tell you about a few of the things I've done.

First of all, I did make a major departure from the plans. I felt daunted by the prospect of building a hollow wooden mast. Instead, I found a five–inch diameter heavy–duty aluminium extrusion and decided, after some calculations, that it would be sufficiently strongto use for a mast section. I decided also to cut my sails 20% larger, and use the whole 30 foot section for the mast. I increased the dimensions of the main beam components by 20% as well, and I used 16–foot lengths of clear yellow pine with no scarfs for building the main beam and other beams. I've now had the boat in the water for part of a season and put a few miles under the keel, but I don't feel that I've had enough time to make a really thorough assessment of how it sails. My goals for this summer are to rebuild the system of attachment for the rudders (which I felt dissatisfied with), add another beam at the stern of the boat to provide support for netting in that area, and to try and improve on the arrangements I made for mounting the outboard .

If any of you have any suggestions or recommendations regarding the rudder, plans for mounting an outboard, or suggestions for making sure the side stays on the lee side dont come loose when sailing on a broad

reach, I would appreciate it.

As always, I am interested in receiving your comments or suggestions.

Sincerely
Danel E.Ensley

B. P. S. to James Wharram: Actually I feel tremendously guilty about modifying your sail plan, but around here we have very light airs all summer long. Send me any comments or let me know if I have been disowned.

12, Hilltop Road,
Cityland Town Houses,
Bo. Ugong.Pasig,
Metro Manila P.I. 16. Dec. 92

Dear Ed.,

I hope this letter finds you in good health and high spirits. I recently wrote to Chris concerning my subscription renewal asking whether or not he received it. I have not yer gotten a reply, but seeing as it is so near the holiday season, I can understand the delay.

The reason for this letter, is an idea I have for SEAPEOPLE magazine. I am also a member of the Experimental Aircraft Association in the States, being so long before I travelled to the Philippines. The EAA, as they are known, puts out their own magazine called "Sport Aviation". I also receive a magazine called "Kitplane". Near the front pages of these two monthly periodicals is a section devoted to answering the questions (non-editorial in nature) of interest, of inquiry, or of general concern to their readership. You may be aware of like sections in the magazines of interest to you. I ALWAYS read this section as it is an excellent way to learn how the other guy thinks, to learn of new items which are on the market, that I might have an interest in or need for, to test my general knowledge, to learn how others have successfully dealt with challenges that have come their way, or simply to ask someone more knowledgable (more senior) than themselves questions to which an authority, or one who has seen much, can answer, even if the answer must be looked up. If you and the others at SEAPEOPLE think this idea has merit, please consider my questions, few as they are, for publication:

Q: What are the ratings, gradings or requirements of plywood to be considered marine grade, or exterior grade for that matter?
Q: I live in the Philippines and have great difficulty in obtaining appropriate woods, including ply, for building. For example the marine ply available here is locally made and reportedly full of voids. No Red/White stock at all. West System is special order. Everything is special order! How when and where can one substitute materials?
Q: I once read about engines that were used by the east coast (U.S.) fishing fleets and others during the earlier part of this century which were 1-2 cylinders, slow turning, extremely tough, and reliable, that miserly sipped fuel, and could plod on around the clock, seemingly oblivious to wind and waves or the number of dinghies being towed. They also had low h.p. for performance given. How do these old engines compare with today's modern
ones?
Q: Where are the areas of reported pirate activity, say, within the last two to three years?
Q: Some of the Sea people I've read about in SEAPEOPLE report that they have lived for YEARS aboard their boats, travelling the seven seas and visiting exotic and far away places. What is their secret? How do they afford, what do they do to stay at sea for so long?
Q: Sails for our boats are a big investment and, by the nature of our craft necessary. Who are some of the manufacturers of sails whose products exhibit quality workmanship and are known to withstand the rigors of ocean cruising?

Now certainly you dont have to publish all these questions,(I couldnt stop typing! - Adrian) but these are some of the things I think about and I dont think I'm alone. You all are at the "fountain head". Answers to questions simply grow from there. This may be a worthy addition to SEAPEOPLE magazine. What do you think?

Sincerly, GLEN LEISTER,D.C.

Postbus 3210
3274 ZG Heinenoord
The Netherlands

Dear Chris,[sent originally to Chris Sands]

(?) SEAPEOPLE - I just love reading them over and over again, and it makes me feel that I belong and have family and I'm not really on my own (The Wharram family). I have been building my (Captain Cook) here since about March - April 1992, and was hoping to take some 12 months full time I now know better, and hope to have my first hull finished with a few extras perhaps, like mast etc., etc., in that time.
I believe it will take me at least two years to get my ship into the water.

Last week I turned my first hull, and did this on my own with no outside help. I don't know if this is a first, but now that it is over it didn't seem like a hard job. I do have to admit that I did worry quite a bit while turning her and was very glad when she was turned.

I'm building a sort of lean-to at a farm over here, which is very large, but leaks a bit when it rains. Sometimes people ask me why I build the boat upside down and I tell them that this way the boat can't fill up when it rains, ha, ha!

I have had the epoxy-pox for the last six weeks and can keep it reasonably under control! Yes, I do scratch a lot lately and they're not fleas that make me do this and wished that it was at times.

But now that the hull is turned I can start doing some carpentry work again, and seeing that I don't like epoxy and all that goes with it, I should have a better time for a while.

Yours gratefully, GERARD JANSSEN
P.S. Interested visitors are welcome.

South Africa

Dear all,
At last "our" P 42 has tasted the water and wind of Algoa bay! I was unable to crew on its initial jilling about in the harbour and along to the pier just outside, but was blackmailed aboard for its first serious cruise. Little did I know, but the skipper, Tony Ovens, had actually entered her for the first big race of the season!
Due mainly to the not quite orthodox rigging etc.,we eventually left harbour over half an hour after the last mono had left and not before we were further handicapped by being ordered to cross the starting line for a second time, we being the only multi sailing that day...by accident or design as there were several multis with crew aboard in harbour.

Fortunately on the 60 kilometer course the first leg was a gorgeous reach with a 30 km, wind which permitted us to overhaul some eight monos halfway down the first leg. With main, genoa and staysail pulling as they did we were amazed at how steady a course she took. Apart from standing by the helm when the big swells quartered our rear, she was to all intents and purposes self steering. Not having a log out, we estimated that 10 - 12 knots was not an over estimate.

The sail back was a different story, and although she points really high by multi standards we did drop back a couple of places. However, we were more than overjoyed with our 5 hrs trip and will most certainly do much better next time out.

Although adequately rigged and equipped for long cruising at a comfortable speed, we have quite a lot of detailing to do in order to be really competitive when it comes to racing. I should advise that Tony is a born and bred racing sailor so initially a racer she must become! Albeit, I have now been "ordered" to become a permanent member of the racing crew at least... time permitting. I didn't admit it or commit myself, but I can't wait to get my hands on that wheel again!
I really cannot over emphasise the joys of sailing fast ...in an upright manner. No more sailing on our ears and shipping water,no more watching every slippery step. No more getting tangled up with safety lines, in fact a whole new way of life on the open sea! We say "Thank you" J.W. and Assoc!
Cheers, GEORGE LUKER (S.African Agent) TONY OVENS (builder)

The Ditty Bag

SMALL ADS

COME SAILING.

"Tirla" a stretched CAPTAIN COOK in exchange for some hard & enjoyable work this summer.

&

FOR SALE

Marinised and reconditioned VW golf engine. Light, approx 350lbs. 45HP with normal VW reliability. Good price to PCA members!

Contact: Paul or Jan on 0732 871863 or write to 57 High Street, East Malling, Kent, ME19 6AJ.

FOR SALE

TIKI 21 GRP built by Imagine Multihulls, lying Plymouth £4500

Tel Roger Cross on 0752 661760.

FOR SALE

TIKI 26 GRP
TIKI 21 wood/epoxy
21' GRP beach cat

&

NARAI " Tao" – Scott Brown's. Very strongly constructed in marine ply, and fully sheathed from new. Alu. masted cutter, s/s rigging, "proper" cockpit, Glulam factory made beams, stern ramp, new Faryman diesel etc, etc.

Contact Scott Brown on 0752 815800 for details.

FOR SALE

TIKI 21 mast, aluminium with 12" extension, main, jib, gaff, s/s rigging, tricolour. £375 ono

British Seagull Silver Century longshaft. Just overhauled. Good condition. £110 ono

HINEMOA hulls with beams, decking, rudders tillers. No rot. £250 ono

Contact Adrian Honeybill on 0734 873406 for details.

FOR SALE

2x Enfield 18hp diesels, 1 re–con, 1 for spares; hydraulic drive as seen in Sea People 2–3?? (outdrive leg); 4KVA generator, fixed to re–con engine; 2x ORO masts – main and mizzen; 1 set light blue (4) sails Jeckells for Polycat sprit rig; flight case of bits, blocks, dead eyes, beam mounts, etc. £2500 ono.

31' PAHI all woodwork done, needs fitting out, West epoxy system £2000 ono.

Contact: Adrian Scarfe, 75 The Avenue, Wraysbury, Staines, Middx, TW19 5EY UK Tel: 0784 483789

BOOK REVIEWS

Ruth Wharram writes from SPIRIT OF GAIA, Arguineguin, Gran Canaria, 15.4.93.

Jimmy Cornell: "Around the World Rally" (A.Coles 1993 £9.99)

All the way to here we came across a lot of criticism of Jimmy Cornell. As one yachtsman said, he runs the equivalent of a package holiday for the more wealthy yachtsman. However, James pointed out that, putting this to one side, he does analyse the latest equipment which they are using, and gives us a statistical analysis of its effective use and value, which is very useful for sailors in general.

For us SEAPEOPLE it is very expensive to enter his races, demanding for instance single band radios – not for safety reasons, but in order to communicate with him.

So do not take what he writes as typical for small boat sailors.

Hoping you have a good summer and best of luck for the meetings.
Ruth Wharram

Steve Turner reviews:

Thomas Firth Jones: "Low Resistance Boats"

Readers of Sea People will probably be farmiliar with the name of Tom Jones, his wife carol and their adventures with their HINEMOA "Two Rabbits".

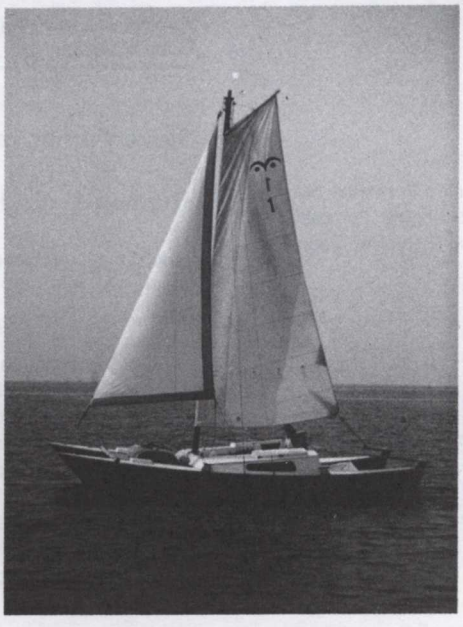
In "Low Resistance Boats" Tom describes 24 boats that he has designed and or built in plywood, timber or glassfibre. What they all have in common is the ability to, in Tom's own words:" Move through the water as easily as possible, consistant with their function and cost." "Low Resistance Boats" is a very readable book, of a type which American designers seem to excel writing. Anyone who has enjoyed "Skiffs and Schooners" by R D Culler or any of the books by Phil Belger's designs will appreciate Tom's book. (If you have not read Culler, Belger Chappels or any of the other books which fall into this genre, try them–you have a treat in store!)

"Low Resistance Boats" is well illustrated with photographs and line drawings of all boats described and is published by International Marine Publishing, PO Box 220, Camden, Maine 04843, USA, priced $21.95

DECEMBER 1992 COMPETITION.

We received one entry and therefore as no other budding graphics designers have come forward, Robin Guest (see letters section) has been awarded first prize. His graphics will be published in the next edition.

For those of you who feel that there are too many well penned (and pc'd) words, this collage of pictures is for you. They come from the picture library. Any Wharram under sail is a picture of beauty. The TIKI 26 is close to perfection (when the sail is set correctly!). Should any of you want reproductions in colour, (for a small fee) then please let me know. #1 is "Scat", #124 is "Tiddles".

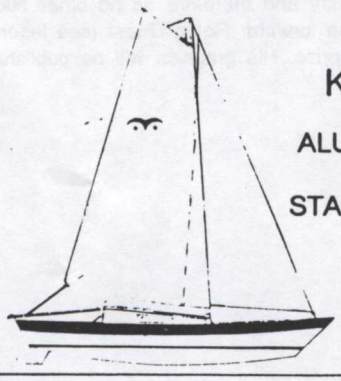


IMAGINE MULTIHULLS

TIKI 21&26
IN GRP
KIT OR SAILAWAY

ALUMINIUM MASTS FOR TIKI RANGE

STAINLESS STEEL FASTENINGS FOR HOME BUILDERS



Trevol Business Park
Torpoint, Cornwall
PL11 2TB
(0752)815000

Video

For those of you who want to know what goes on between magazines, here is an example of the generation of ideas for the use of video. The objective is to let each of us see what happens when building and sailing. The following letters and article all come from the productive computer of Tim Francis. The letters show the extent of telephone conversations held between Steve Turner, Tim and myself. I trust you understand the technical issues and this will act as a launch pad for the exchange of videos. Any comments, please write to me.

23rd March 1993.

Dear Adrian,

Hi, welcome to the little experiment. If your are able to read this, then you have succeeded in cracking the transfer problems between the Amiga 1200 and what ever PC clone that you are using.

Enlcosed with this disc is a video tape containing some graphics. It is an experiment following our telephone discussion a few weeks ago, regarding the possiblility of launching a PCA video tape. The VHS is self-explainatory, since I have included script pages as I went along. You may want to forward it on to Steve since it will be of interest to him: I think he has access to a Umatic edit suite somewhere in Plymouth. If so, it could be very useful in compiling a master tape. Alternatively, a Series 5 edit suite can be hired, but that would cost UK£150-200 per weekend. The beg borrow or steal approach is prefered.

This computer generated all the graphics and digitised frames on the VHS tape. It can do much more including animation, but for the demo I restricted the number of options. If the VHS looks a bit grubby - white bits flashing on screen, blame it on the combination of very cheap Indian-made video tape and my VHS which needs its back-tension adjusting: The tape cost 1.50p for three hours - Scrooge has a rival! Obviously, to keep the quality up, then the computer output would be sent directly onto the edit suite live, or transfered to a minimum of Umatic tape (VHS multiple copies look terrible).

As far a content is concerned, the publishers of a compendium tape would be liable for any copyright clearance - ie getting the authority to use any clips/music tracks. Music licences are usually easy to obtain but are expensive, so unless copyright free/prepaid music is used, then it is best avoided (I speak from practical experience after struggling to obtain permission for library music usage). Duplicating costs/price of dupe tape can be as low as £5.00 per tape - so distribution costs including P+P (and possibly a contribution to The Jubilee Trust), should be achievable for #10.00.

I haven`t included any PCX graphics on this disc because I have yet to resolve the file transfer programme: Hopefully I can turn my attention to it once I get another job sorted out (the ArtDepartmentPro software costs some £130.00 so its classified as a luxury

for the time being). The animation industry is very quiet at present and so I`m hoping to find some general or scientific filming until things get back to normal.

Anyway, time to go: if you want to return this disc with a ASCII message then by all means do so - then I can spend a few hours fighting the software interfaces. Let me know about the thoughts on the tape idea so that I can do some more work on it. I can aslo put an article together too for the mag outlining the tape idea - (we will need to know who will co-ordinate the project).

All for now,
Regards,

Tim Francis,
F8, 22 Chatham Grove,
Withington,
Manchester, M20 8HS.
061 445 7297

PS :-)

(You may or may not have come across `Smilies` but its a running gag amongst the electronic mail/bulletin board guys - turn the page on its side and you`ll see a face. :-) is a happy smiley, while :-(is a sad one. There are some 30 variations, some amusing, some rude. No doubt there are many more to be invented.)

A Guide to Video Tape Standards Conversion

For many people,the mere mention of international videotape standards is enough to send them fleeing in terror. To the uninitiated, it is a minefield of technical mumbo-jumbo.Here is some information to calm the nervous.

The most common video tape system is VHS and is generally used to distribute material for home viewing. After a vicious head-to-head battle with BETA, VHS won through to become the internationally accepted 'standard'. It has simplified many of the problems for video producers in that there is now only one domestic system. It has the same benefit too for the video enthusiast who wants to send his latest sailing movie to bore Aunt Edna to death in Seattle - the bonus is that she is likely to have only VHS.

However, this is the point where the problems start because VHS is only the mechanical tape standard. In the typical spirit of international co-operation and harmony, the television broadcasters developed three television standards, NSTC, PAL, and SECAM. NTSC (wickedly named Never The Same Colour by television engineers) is largely favoured by USA, Japan, and countries using 60 Hz mains power, while PAL and SECAM are used in Europe and by countries with 50 Hz mains power. There are exceptions to the 60/50Hz guide but generally these countries are not in the forefront of videotape exchange (have you seen any Bolivian home-movies lately? I rest my case.) PAL and SECAM are the most familiar and can be viewed on each others system without conversion, albeit in black and white. NTSC tape cannot be viewed on anything else. Fortunately, technology has come up with two solutions - the mutli-standard tape machine and the digital standards convertor.

The multi-standards tape machine is, surprise surprise, a video recorder which is capable of playing any of the 3 tape standards back onto your colour television system. They cost slightly more than budget video recorders but are not prohibitively expensive. Some machines allow re-recording onto another VHS - be warned that VHS when copied deteriorates in quality, though for home use the loss of quality is not going to be a great problem. If you are likely to be exchanging tapes with anyone outside the UK on a regular basis then these machines can be a real investment.

Digital standards converters are electronic boxes of tricks used by professional companies to record and playback any format to any format, ie they're not restricted to VHS but can be used on any of the available tape formats such as D2, 1", BetaSP, Hi8, etc, etc. Your bank manager is going to hate you if you rush out and buy one on impulse. A better idea is to send your tape to a company who has one and who will quite cheaply transfer the NTSC onto PAL VHS or vice versa - ideal if you only need to transfer one tape only. The addresses of such facilities are listed in the back of most video magazines available at your local newsagent.

The Stern End

Jeckells News

Received on the Ed's desk just before going to print:

Great opportunities for the newly formed Jeckells Sails Ltd. formerly the sail and rigging division of the highky regarded Norfolk company Jeckells and Sons Ltd., is now fully operational in it's new premises in Wroxham.

The New company will maintain its position as one of the premier lofts serving its well established Yacht and Cruising Markets.

Jeckells Sails Ltd. will also form one of the main pillars of what is probably the most exciting developments to effect the marine and yachting industry in the region for years. As part of the newly created company known as MJTR Holdings, which are also acquired the number one performance manufacturer and dinghy specialist R Moore and Sons. The new company will be able to offer an unrivalled range of services and support to it's existing and new customers giving complete 'One Stop Package'.

Well known Broadlands yachtsman and managing director of the new holding company, Ian Tims said: "Our aim for Jeckells Sails Ltd., within the new company is to maintain its strong position in the market while bringing the larger resources of MJTR Holdings to fulfill its full potential as a top national and international loft for both cruising and dinghy sails."

Jeckells Sails Ltd., are now located on the same site as R Moore and Sons, Station Road, Wroxham on part of the 6 acre site. As a testimonial to Jeckells staff the relocation of all machinery and computer equipment including the large and sophisticated laser cutting machine, not to mention the redecoration and fitting out of the production unit was accomplished with the loss of only 3 hours of production time.

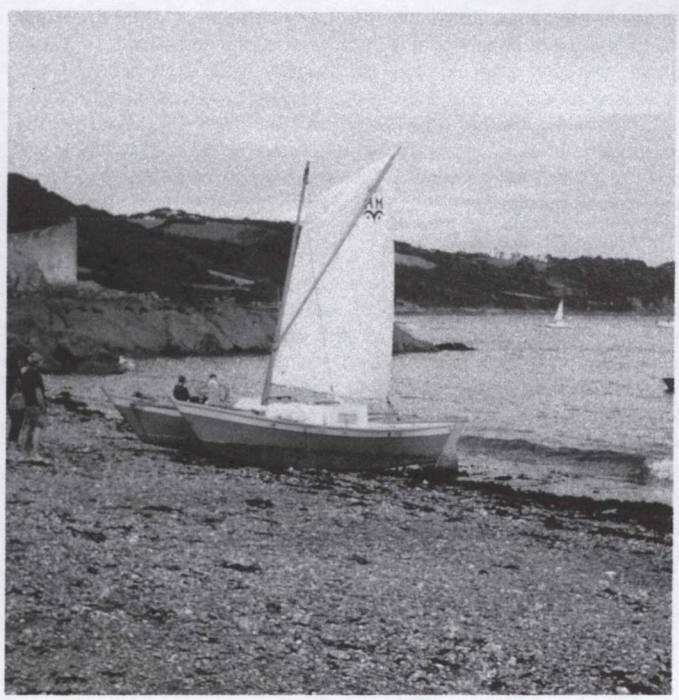
See advert for contact details.

[Jeckells have a long association with Sailorman/Sea People going back to the 1970's – good to here that they are maintaining and growing their service to us. – Adrian.]

"Friends Of Hinemoa"

The photograph is not a competition to test your knowledge, but notice that the PCA now has a HINEMOA, based at Torpoint, for the use of members.

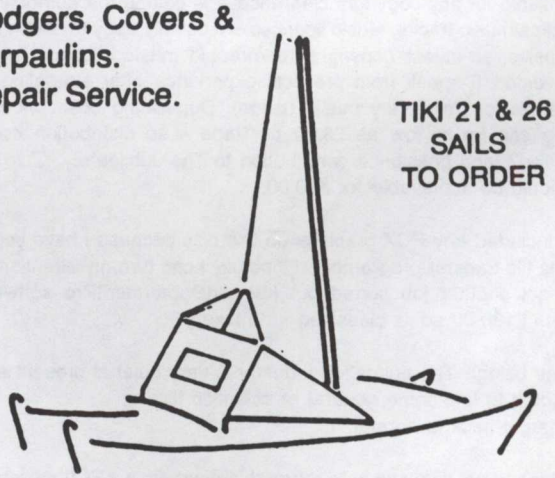
In charge of use is John Hammond. John would like to hear from any of you in the area(or outside) who can help with maintenance. For those of you who cannot afford the time, a small cash donation would help greatly. It is being refitted at this moment, so for those of you who can be of any assistance, please contact John at:
45A Hamoaze Road, Torpoint, Cornwall, PL11 2EF.



AD Sails

Manufacturer of Sails,
Dodgers, Covers &
Tarpaulins.
Repair Service.

TIKI 21 & 26
SAILS
TO ORDER

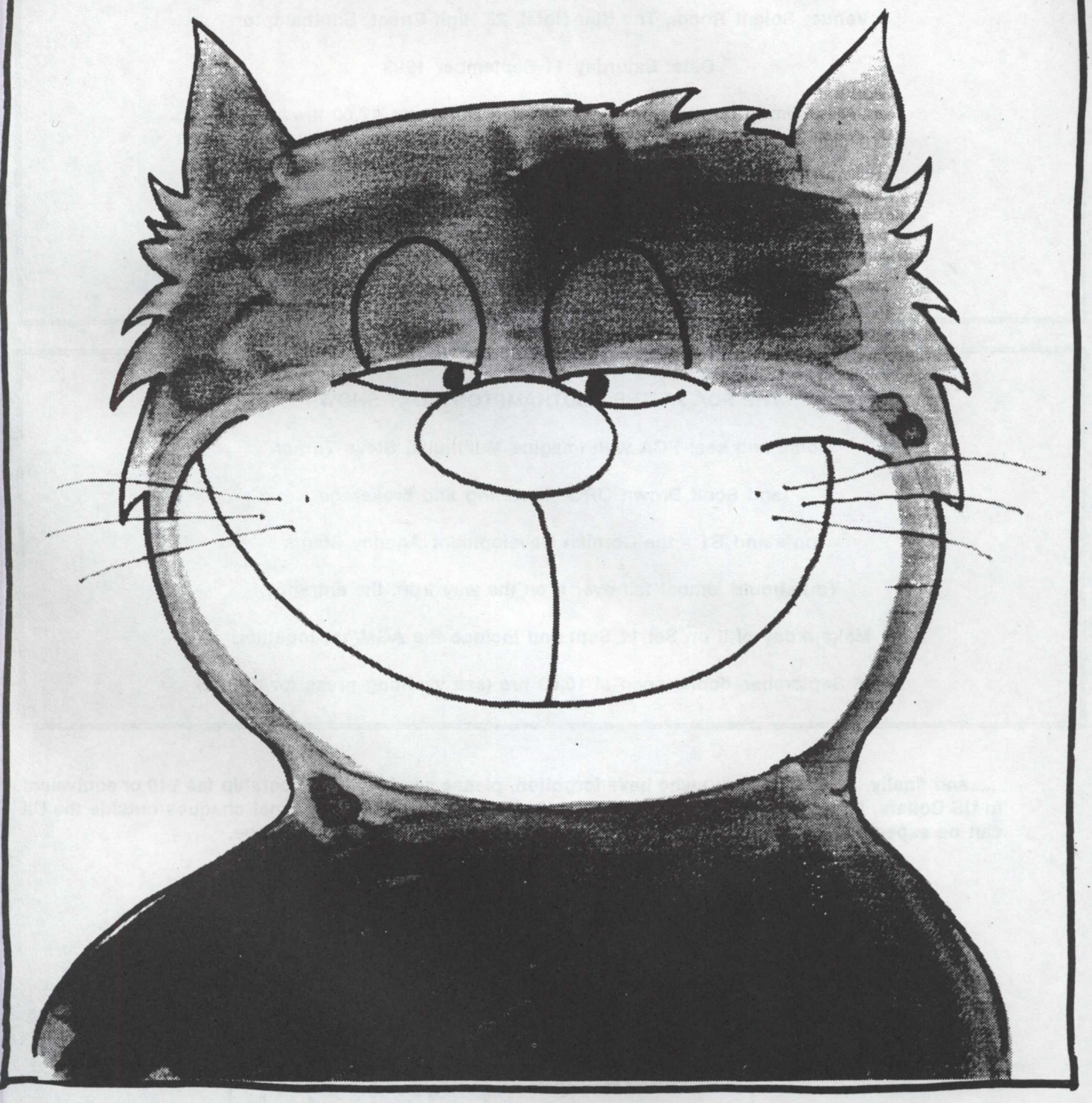


Tiki Deck Tents
&
Trampolines

Trevol Business Park, Torpoint,
Plymouth PL11 2TB.

Phone (0752) 813312 Fax 815465

NINE OUT OF TEN CATS PREFER JECKELLS.



Wharram's reputation for specifying the world's finest equipment in their cruising cats is maintained by the appointment of Jeckells as their sailmaker. Jeckells' expertise in making superior quality cruising sails makes them the natural choice.

A choice that's open to any class of boat or catamaran. So let us quote you for a Lazybones Cruising Chute, headsail reefing or mainsail luff or Foot reefing systems.

Write, stating class of boat to the address below or see us at the London and Southampton boat shows.

Jeckells
QUALITY SAILMAKERS

Contact Chris Jeckells
Jeckells Sails Limited, Station Road, Wroxham, NR12 8UT, UK. Tel 0603 782223 Fax 0603 784023

POLYNESIAN CATAMARAN ASSOCIATION

ANNUAL GENERAL MEETING

Venue: Solent Room, The Star Hotel, 26 High Street, Southampton

Date: Saturday 11 September 1993

Time: Room open 16.00 hrs, Meeting starts 17.00 hrs
Room closes 20.00 approx. Bar available.

Come and talk to us, bring your videos, photo's etc.

A great end to full day (see below)

THE PCA AT THE SOUTHAMPTON BOAT SHOW

Come and see: PCA with Imagine Multihulls, Steve Turner

and Scott Brown ORO chartering and brokerage

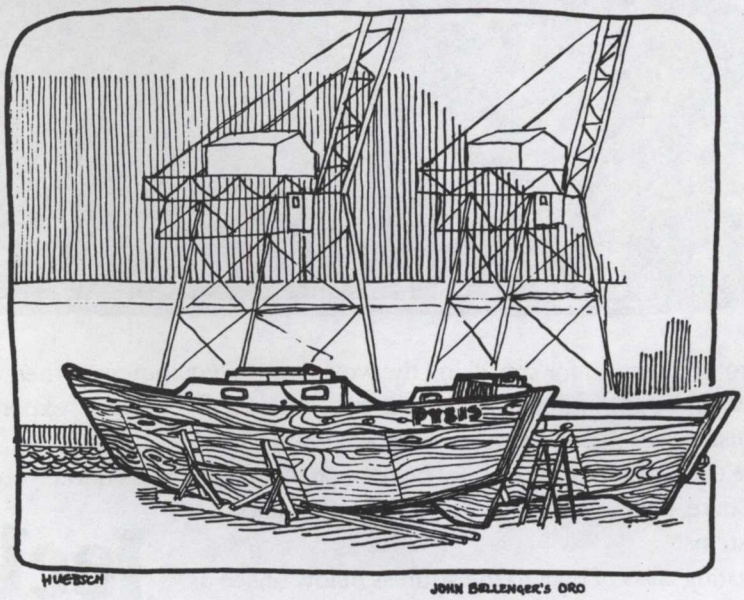
on stand B1 - the Cornish Development Agency Stand.

You should almost fall over it on the way from the entrance.

Make a day of it on Sat 11 Sept and include the AGM/get together!

11-18 September-doors open at 10.00 hrs (see yachting press for details)

.....and finally. For those of you who have forgotten, please send your membership fee £10 or equivalent in US Dollars, French Francs,or German Marks. Please remember that personal cheques outside the UK can be expensive to process. Send to Chris Sands - address at bottom of page.



If undelivered please return to:
Chris Sands, Chards Orchard, Exeter Road, Kennford, Exeter, EX6 7TJ, UK